HARBOR PROJECTS

Status Reports, as of 10/65

Hastings Keith, M.C.
Town Hall
West Bridgewater, Mass.

CWP 11.1

18 October 1965

List of

Status Reports

for

Congressman Hastings Keith

1. Hog Island, Allertown Harbor, Hull, Mass.
2. Hingham Harbor, Hingham
3. Cohasset Harbor, Cohasset
4. Scituate Harbor, Scituate
5. Green Harbor, Marshfield
6. Duxbury Harbor, Duxbury
7. Kingston Harbor, Plymouth
8. Plymouth Harbor, Plymouth
9. Rock Harbor, Orleans - Eastham
10. Wellfleet Harbor, Wellfleet
11. Pamet Harbor, Truro
12. Provincetown Harbor, Provincetown
13. Nauset Harbor, Orleans
14. Pleasant Bay (incl. Chatham Harbor), Chatham, Harwich and Orleans
15. Pollock Rip and Cross Rip Shoals, Mass.
16. Chatham (Stage) Harbor, Chatham
17. Andrews River, Harwich
18. Nantucket Harbor, Nantucket
19. Hyannis Harbor, Barnstable
20. Cotuit Harbor, Barnstable

21A. Falmouth Harbor, Falmouth

21B. Eel Pond, Menauhant, Falmouth

22. Woods Hole, Mass.
23. Menemsha Creek, Martha's Vineyard
24. Lagoon Pond, Tisbury, Martha's Vineyard
25. Edgartown Harbor, Martha's Vineyard
26. Tashmoo Pond, Martha's Vineyard
27. Cape Cod Canal
28. Buttermilk Bay and Cohasset Narrows
29. Wareham Harbor
30. Mattapoisett Harbor

(List cont'd)

1 (2)

CWP 1.1.2

18 October 1965

List of Status Reports for Congressman Hastings Keith (cont'd)

31. Westport Harbor
32. New Bedford
33. Cuttyhunk
34. Bass Harbor
35. Red Brook Harbor
36. North Scituate Beach, Scituate
37. Clark Point Beach, New Bedford
38. Thumpertown Beach, Eastham
39. Brant Rock Town Beach, Marshfield
40. Martha's Vineyard Beach Erosion Control
41. Plymouth Town Beach
42. Town Neck Beach, Sandwich

NEDED-R 19 October 1965

Honorable Hastings Keith
House of Representatives
Washington, D. C.

Dear Mr. Keith:

May I refer to your letter of 17 September 1965 which inclosed a series of requests for status reports on the civil works projects and studies in your District. I have inclosed a separate status report on each of these projects. If you find after reviewing these that you wish additional detail on any particular project, or if there is any further area of interest to you, please let me know.

In your covering letter of September 17, you mention the only real problem as being the Pleasant Bay project and the shoaling at Chatham Bars. You refer to editorials that say, or at least strongly imply, that the Corps of Engineers could solve the problem quickly if they wished to do so. In your more recent note of 2 October you inclose an editorial of 30 September from the Cape Codder which is even more severely critical of the Corps procedure on this study.

I have felt that it would do no good to enter into further debate with this particular paper or the groups whose views it represents. General Ploger stated the Corps' position and the reasons for it as well as they could be stated, and nothing has been presented to date to change that position.

I do not wish to belittle the problem faced by the fishermen and other boatmen that use Pleasant Bay and Chatham Harbor. However, a comparison can be made with Rock Harbor, on the

north shore of the Cape, in the Town of Orleans, one of the towns bordering Pleasant Bay. At Rock Harbor the channel is only about 3 feet deep at low tide, or about the same as the Chatham Bars channel. The fishermen operating out of Rock Harbor plan their trips to coincide with the higher ranges of the tide, which causes inconvenience and adds cost to their operation, but they have adapted to it as a necessity. It can be quickly pointed out that Chatham Harbor and Rock Harbor are not comparable in many respects, but still the Chatham channel can be used with prudence.

I might mention that when one of my staff was talking with a town official of Chatham on 1 October on another subject, mention was made of these editorials. The town official indicated that a continuing campaign by the newspaper was not to be expected, as the strong attacks by the paper had failed to elicit widespread support or to force quick action. In any event, the newspaper appears to disregard the necessity for project engineering, or the size of the costs involved, or the paper assumes that corrective action could be done simply and cheaply. The paper also disregards laws governing expenditure of public funds. If the newspaper or the groups it represents are right, they should be able to obtain reliable engineering opinion from responsible firms or engineering schools to justify their position.

I would be pleased to discuss this subject with you if you so desire, but frankly cannot see any logical way to satisfy this group and yet maintain a sound engineering approach and determine a valid project justification.

Sincerely yours,

E. J. RIBBS
Colonel, Corps of Engineers
Acting Division Engineer

2 Incls
1. List of Status Reports
2. Individual Status Reports (42)

CWP 1.1.5

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
HOG ISLAND, ALLERTOWN HARBOR, HULL, MASS.

Authorization: Senate Committee on Public Works on 9 February 1960 authorized the Chief of Engineers to review the report on Hog Island Hingham Bay, Massachusetts, transmitted to Congress on July 23, 1947, with a view to determining whether any modification of the recommendations contained therein is advisable.

Estimate of Cost: $20,000

Status: Initiation of study dependent on appropriation of funds. The budget estimates for Fiscal Year 1967 are now in preparation. Careful consideration is being given to initiation of this study, consistent with current budgetary objectives and the needs of other worthy projects throughout New England. In this respect it should be mentioned that there have been no local requests or data submitted in recent years to support a priority in consideration of this study as compared with other projects urgently needed. Within the past year the Hull Redevelopment Authority indicated an interest in possible development of a small boat harbor. The harbor would be part of a $75 million project that would include construction of high-rise apartment buildings, a shopping center and a marina in the Nantasket Beach area. Possible locations of the small boat harbor presently under consideration by the Redevelopment Authority are shown in red on the inclosed map.

It appears that a study of this area could be made under the authority of Section 107 of the 1960 River and Harbor Act. The study, if desired, will be initiated upon formal request from the Town of Hull.

STATE SUPPORT FOR
COMMONWEALTH MARINE LAND
IN
LOG ISLAND, ALLERTON HARBOR, QUINCY, MASS.

[illegible]ation: Senate Committee on Public Works on 9 January 1960 [illegible] the Chief of Engineers to review the report on Log Island [illegible]m Bay, Massachusetts, transmitted to Congress on July 15, 1957, [illegible] to determining whether any modification of the recommen- [illegible] contained therein is advisable.

[illegible]te of Cost: $20,000

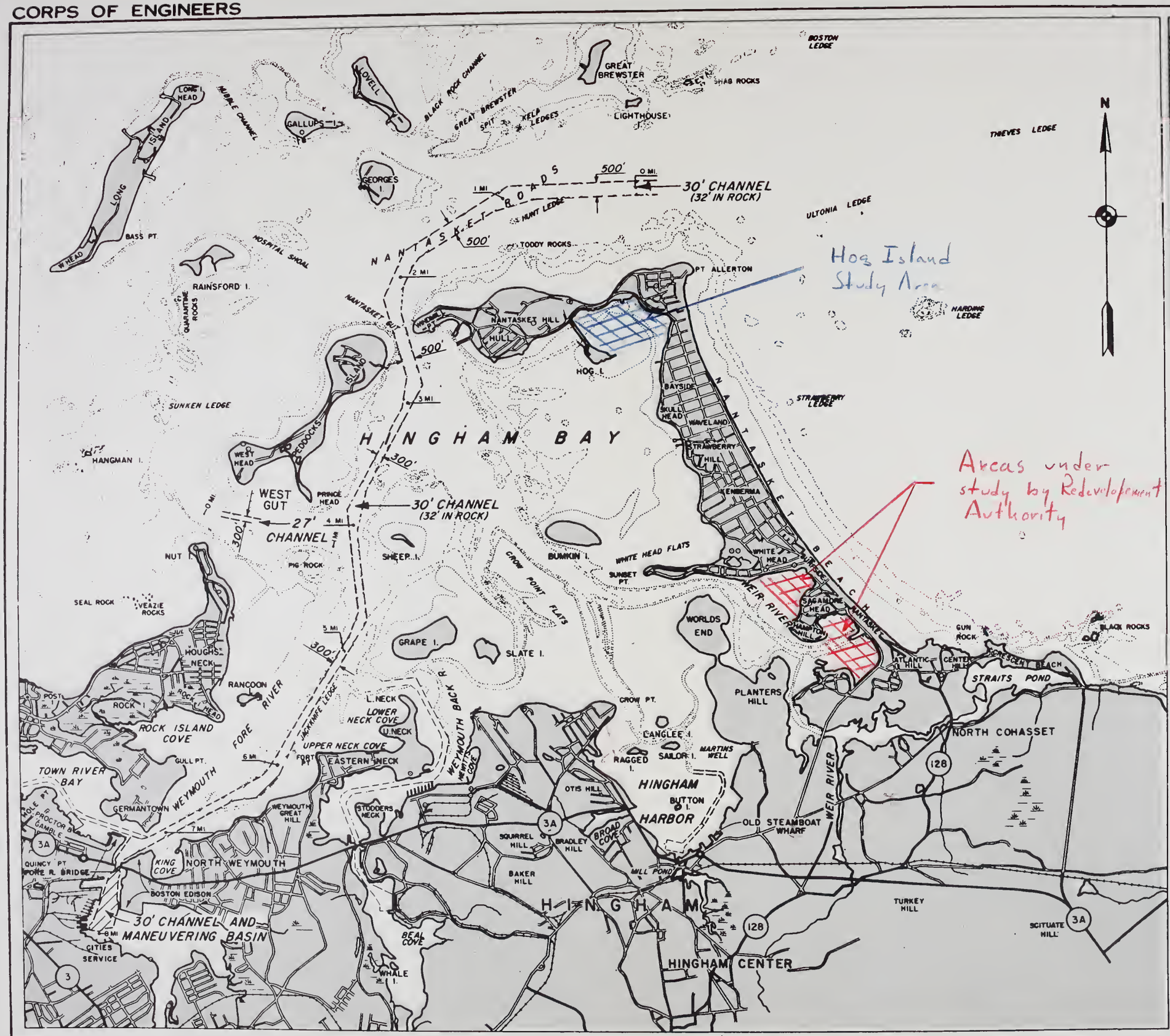
Initiation of study dependent on appropriation of funds. The [illegible] estimates for Fiscal Year 1961 are now in preparation. Consi- [illegible]deration is being given to initiation of this study, considering [illegible]ment budgetary objectives and the needs of other priority projects [illegible] in this region. In this respect it should be mentioned that [illegible]have been no local requests or data submitted in recent years to [illegible]t a priority in comparation of this study as compared with other [illegible]s urgently needed. [illegible] the past year the Fall Development [illegible]ity indicates an interest in possible development of a small port [illegible]. The harbor would be part of a 70 million project that would [illegible] construction of high-rise apartment buildings, a shopping center [illegible]tion in the Montclair Beach area. Possible locations of the [illegible] harbor presently under consideration by the Development [illegible]ity are shown in red on the included map.

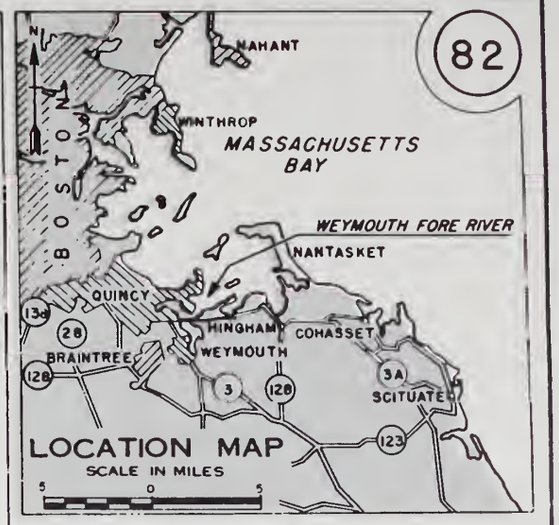
[illegible]ere that a study of this area could be made under the authority [illegible]ion 107 of the 1960 River and Harbor Act. The study, if required, [illegible] initiated upon formal request from the Town of Fall.

1.1.6

CORPS OF ENGINEERS

U. S. ARMY





BRIDGE CLEARANCES

WEYMOUTH FORE RIVER BRIDGE (DOUBLE BASCULE)
HOR. 175 ft.
VERT. 3.3 ft. M.H.W.

WEYMOUTH FORE RIVER MASS.

CONDITION OF IMPROVEMENT

30 JUNE 1963

IN 1 SHEET

SCALE IN FEET

2000 0 2000 4000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

1.1.9

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
HINGHAM HARBOR, MASS.

The authorized Federal project, completed in 1893, provides for a 10-foot channel from the outer harbor to the main waterfront. As the harbor is now used principally by recreational craft, the Federal project is subject to maintenance to an 8-foot depth, when required and justifiable. The last condition survey, made in 1963, indicated that channel depths were adequate for existing navigation.

A short channel extension and 8-acre anchorage at the head of the harbor, both 6 feet deep, were dredged by the State in 1949. Both were maintained by the State in 1959.

There are no new studies, investigations or project reviews under consideration.

1.1.8

15 October 1965

STATUS REPORT FOR CONGRESSMAN HASTINGS KEITH ON COHASSET HARBOR, MASS.

Study Authorization: Authorized by Chief of Engineers on 3 April 1963 under general authority of Section 107 of 1960 River and Harbor Act.

Status of Study: The study has been completed, and a project recommended and authorized. The project was authorized 12 October 1965, and a notification on that date has been sent to Senator Saltonstall, Senator Edward M. Kennedy, and yourself. An allotment of $8,000 has been received for pre-construction engineering to be undertaken now that the project is authorized. The project will take its place on the backlog of approved Section 107 projects ready for construction.

The project provides for the following:

PERTINENT DATA

1. Purpose: Expansion of existing anchorage facilities in Cohasset Harbor, Massachusetts to reduce crowding of moored craft, reduce delays and permit increased harbor use.

2. Existing Project: The existing Federal project for Cohasset Harbor, adopted by the River and Harbor Act of 2 March 1945, provides for an entrance channel 8 feet deep, 90 feet wide from the outer harbor to anchorage area of 18 acres, 7 feet deep in the inner harbor. The anchorage area is protected by a breakwater constructed by the Commonwealth of Massachusetts. The existing project was completed in 1960.

3. Section 107 Improvement: A plan to provide 12.6 acres of anchorage space, 6 feet deep, was found to provide for the existing fleet and permit some expansion of the existing fleet. Facilities required for expansion of the fleet beyond that provided by the recommended project would require local interests to give consideration to marina type facilities. Recommendation is made to modify the existing project to provide 12.6 acres of anchorage area, 6 feet deep as follows:

a. 3.9 acres in Cohasset Cove

b. 3.3 acres vicinity of Government Island area
c. 5.4 acres in Bailey Creek
(See inclosed map)

4. Estimated Cost:

Federal	$123,000
Local cash contribution	97,000
Total	$220,000

5. Local Cooperation: Construction of the project is subject to the requirements that local interests will:

a. Provide without cost to the United States all necessary lands, easements and rights-of-way needed for construction and maintenance of the project.

b. Hold and save the United States free from damages that may result from construction and maintenance of the project.

c. Continue to operate and maintain the existing public landings without cost to the United States and open to all on equal terms.

d. Make a cash contribution of 44% of the first cost of the project, presently estimated at $97,000, to be paid in a lump sum prior to initiation of construction, subject to final adjustment after actual costs have been determined.

It is our understanding that the Town of Cohasset has appropriated its share of the project cost. However, we understand that action pending in the General Court of Massachusetts for an appropriation of the Commonwealth's share of the non-Federal cost is very likely to be deferred to next year.

1.1.10

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
SCITUATE HARBOR, MASS.

The existing Federal project, completed in 1959, provides for two entrance jetties, a 12-foot entrance channel, a 10-foot inner channel, two 10-foot anchorages and an 8-foot anchorage. In addition, the State has constructed an inner breakwater along the north entrance point and a 8-foot anchorage at the west side of the harbor.

A 1964 condition survey of depths within the harbor indicated that the Federal anchorages and channels were in good condition. Inspection of the entrance jetties in 1964 indicated that some repair is required at the outer end of both jetties. No work is planned at this time.

There are no new studies or project reviews under consideration. Further reconnaissance of the two entrance jetties will be made this fiscal year as part of program for annual inspection of Federal structures.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
GREEN HARBOR, MASS.

Study of Green Harbor was authorized by Section 109 of the River and Harbor Act of 14 July 1960.

During the course of the study, the plan of improvement developed was of such scope as to be eligible for consideration under the general authority of Section 107 of the 1960 River and Harbor Act provided that local interests would assume all cost in excess of the $200,000 Federal cost limitation. Local interests have indicated acceptability of the project approval under that authority.

Accordingly, a report is nearing completion under the above authority. The improvement considered would provide the following features:

(a) Dredging a 6-foot deep channel (8 feet at entrance), 100 feet wide extending 4,000 feet to a small turning basin at the head of navigation;

(b) Dredging a 5-acre anchorage, 6 feet deep at the Town pier;

(c) Sealing and extending the west jetty 200 feet at elevation +12; and

(d) Raising the east jetty to elevation +14. (See inclosed map)

The above work is estimated to cost about $365,000. Under the terms of local cooperation, local interests would be required to contribute 40% of the cost, or $146,000. Since the Federal share of the cost of the project would exceed the Federal limitation by $19,000, this excess cost must also be assumed by local interests.

In addition to the above, the plan of improvement includes provision for sport fishing from the jetties. The on-site and off-site features, such as access, parking and sanitary facilities and safety

[illegible] 13 October 1955

[illegible]

[illegible]

[illegible]

rails, are estimated to cost $25,000. This cost is usually divided equally between Federal and Non-Federal interests. In view of the Federal cost limitation, local interests would be required to bear the entire cost if these features are constructed.

The above information on project costs and features were furnished to the Town of Marshfield and the State Division of Waterways. They have concurred in the project and have furnished satisfactory indication of meeting the cost sharing requirements and other usual requirements of local cooperation.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
DUXBURY HARBOR, MASS.

The existing Federal project, adopted in 1945, provides for an entrance channel and 21-acre anchorage, both 8 feet deep. The project was completed by the Corps in 1960, except for a 2-acre area at the east side of the anchorage. This 2-acre section was dredged by the State in June 1965, to complete the requirements of local cooperation.

Local officials have indicated a need for maintenance dredging. A condition survey will be made this fall to determine the extent of shoaling. If maintenance is required and justifiable, maintenance funds will be requested in future budgetary requests.

Members of the Waterfront Committee indicated at our Waltham office in 1963 that there is need for breakwater protection and for parking and boat slip facilities. They indicated interest in requesting a Section 107 study, following completion of the existing project work.

There are no other new studies, investigations or project reviews under consideration.

CWP 1.1.14

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
KINGSTON HARBOR, (NORTH PLYMOUTH HARBOR) MASS.

The existing Federal project, completed in 1894 provides for a 6-foot channel from Kingston Bay to the North Plymouth waterfront.

This channel was deepened by the State in 1908 to a depth of 18 feet. The 18-foot channel is maintained periodically by the State and the Town of Plymouth, as the project actually lies in Plymouth rather than the adjoining Town of Kingston. The channel is now used solely by the Plymouth Cordage Company.

There are no new studies, investigations or project reviews under consideration.

CUR 1.15

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
PLYMOUTH HARBOR, MASS.

The present project modification for Plymouth Harbor was authorized by the R & H Act of 1962. It provides for a breakwater 3500 feet long, and a 60-acre anchorage, 8 feet deep. Present project cost estimate is $2,325,000 of which the Federal cost is $1,860,000 and the local cost is $465,000 (20%). The Civil Works Appropriation Bill, now before Congress, contains an item for $300,000 to initiate project construction. The Town of Plymouth has appropriated half the non-Federal share of the project cost and action is pending in the Massachusetts Legislature for the remaining half.

Our present project construction schedule, contingent on availability of funds and local cooperation in this and other matters, calls for dredging work to start by about April 1966 and to be completed about 9 months thereafter, while breakwater construction would start by about July 1966 and be completed by about July 1967.

One of the items of local cooperation concerns an existing sewer problem. An existing town sewer system discharges raw sewage within the proposed anchorage. It is our opinion that a continuance of this discharge would result in a health menace within the anchorage area shortly after its completion. We have therefore notified the Town of Plymouth that we will plan to start project construction work on or about April 1966 providing that at that time the Town has the funds and authority to either relocate or extend the existing sewer discharge to a location outside of the anchorage or breakwater location. The Town by letter of 22 September 1965 from the Chairman of the Board of Selectmen, agreed to this requirement.

We have completed the design for major rehabilitation of the Long Beach Dike at Plymouth. The Plymouth Harbor Rehabilitation project has been approved and is being given serious consideration, along with other worthy projects, in the Major Rehabilitation program for Fiscal Year 1967. The Long Beach Dike rehabilitation is estimated to cost $526,000, and would require two fiscal years for its construction.

[illegible]

[illegible]

[illegible]

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
ROCK HARBOR, ORLEANS -EASTHAM, MASS.

There is no Federal project at Rock Harbor. Two unpublished preliminary reports were made in 1936 and 1940, but both were unfavorable to Federal participation in desired channel or jetty improvements. A review study was authorized by the House Public Works Committee in 1959, but has not been funded. Careful consideration will be given to inclusion of funds for this study in our budget estimates, consistent with budgetary objectives and the needs of other worthy studies.

The State, in conjunction with the Towns of Orleans and Eastham, have improved the harbor, beginning in 1908, by dredging a 3-foot deep entrance channel and small anchorage in Rock Creek and by construction of a small jetty, a launching ramp and a Town wharf along the lower end of Rock Creek in Orleans. Additional widening of the anchorage basin was completed by the State in the summer of 1964, with both Towns sharing in the project cost.

During the prehearing conference on Pleasant Bay in August 1964, the Selectmen of Orleans and Eastham discussed the improvements desired at Rock Harbor. Local interests desire deepening of the entrance channel and anchorage to 6 feet and construction of rock jetties to protect the entrance channel and shoreline. Orleans interests indicated that they prefer implementation of navigation improvements in the following order: Pleasant Bay, Nauset Harbor and Rock Harbor.

Budget estimates for Fiscal Year 1967 are now in preparation. Careful consideration is being given to initiation of this study, consistent with current budgetary objectives and the needs of other worthy projects throughout New England.

15 October 1965

CWP... 17

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
WELLFLEET HARBOR, MASS.

The existing Federal project, completed in 1958, provides for a 10-foot entrance channel and a 10-foot anchorage, about 10 acres in area at the head of the channel.

The last condition survey, made in 1963, indicated that the project was in good condition. Another hydrographic survey was made in September 1965, but the soundings have not yet been plotted. The results of this survey will be made available to local officials and navigation interests.

There are no new studies, investigations or project reviews under consideration.

15 January 1950

STATUS REPORT, 1950
SUPERCONDUCTOR FACILITY, BOLTON
ON
MOSQUITO BROOK, MAINE.

A cooling coil system, completed in 1948, provides an
antenna channel and a 10-foot aqueduct, about 10 miles
of the head of the channel.

A light condition survey, made in 1945, indicated that the
was in good condition. Another photographic survey was made
since 1945, but the results have not yet been printed. The
of this survey will be made available to local officials and
interested.

are no new problems. Investigations on product improvement
tion.

15 October 1965 COPY 18

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
PAMET HARBOR, MASS.

A copy of the unfavorable report on Pamet Harbor, as submitted by the Division Engineer in May 1963, is inclosed. The study considered the need for extending the two State entrance jetties and for enlarging the 6-foot State channel and anchorage. The report found that Federal participation is not warranted, as the desired improvements are not economically justified at this time.

The two entrance jetties were built by the State in 1912 and were reconstructed by the State in 1950-51. A 6-foot entrance channel and small anchorage were dredged by the State in 1919. They were last maintained by the State in 1959 to a depth of 5 feet. A boat launching ramp was built by the State in 1957 at the head of the harbor. A timber pier and adjoining floats were also installed by the State in 1963 at the head of the harbor.

There are no new studies, investigations or project reviews under consideration.

2 Incl
1. 1963 unfavorable Federal report
2. 1963 Federal report map

10 October 1965

STATUS REPORT ON
CONTINUING MARINE SERVICE
OF
PARKER RANDOM, MASS.

copy of the preliminary report on Parker Harbor, as submitted
Marine Engineer in May 1965, is enclosed. The study con-
the need for extending the two fixed entrance jetties and for
g the 6-foot ferro channel and anchorage. The report incor-
cal recommendation is not warranted, as the desired improvements
economically justified at this time.

e two entrance jetties were built by the State in 1911 and were
ated by the State in 1938-39. A 6-foot entrance channel and
anchorage were dredged by the State in 1919. They were last
ed by the State in 1957 to a depth of 5 feet. A boat launching
s built by the State in 1957 at the head of the harbor. A tender
ing float were also installed by the State in 1963 at
of the harbor.

ere are no new studies, investigations or project reviews under
ation.

3 enclosures: Preliminary report
2 Federal report map

15 October 1965

Attach

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
PROVINCETOWN HARBOR, MASS.

This navigation project, consisting of an offshore stone breakwater about 3,000 feet long opposite the central waterfront area of the town and about 3,000 feet offshore, was authorized by the River and Harbor Act of 1948.

Preconstruction engineering studies recently completed by this office indicate that the structure, in the authorized location, would cost about four million dollars, and would not be economically justified at the present time. It is believed that a further study of other possible alternative plans may indicate that an offshore breakwater, perhaps of a somewhat lesser length and located closer inshore, would fall within the scope of the presently authorized project, and would meet the essential needs of navigation, and that its lesser cost may prove to be economically justified. It is estimated that this new preconstruction engineering study would cost $20,000 and would require about 6 months from the time funds were received.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
NAUSET HARBOR, ORLEANS, MASS.

There is no Federal navigation project at Nauset Harbor.

A report of survey scope for Nauset Harbor was authorized by Section 109 of the River and Harbor Act of 1960.

No funds have been appropriated to date, but an $11,000 allocation for Fiscal Year 1966 is in the Federal Appropriations Bill, which is presently before Congress. The total estimated study cost is $23,000, and the study will require two years. The initial phase of the study will start upon receipt of funds.

Local interests have not made known the kind of improvements desired, but the Selectmen of Orleans and Eastham stated that they wished to have a navigational study made, at a meeting in the Orleans Town Hall on 6 August 1964.

An automatic tide gauge recorder was installed at the Orleans Yacht Club on 3 June 1965, in Town Cove, to collect basic tidal data.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN BARRIOS, DISTRICT
OF
HAUGHT HARBOR, BARLEMONT, MASS.

[illegible] no Federal navigation project at Haught Harbor.

[illegible]port of survey scope for Haught Harbor was authorized by [illegible] of the Rivers and Harbors Act of 1960.

[illegible] have been appropriated to date, but an $111,000 allocation [illegible] Fiscal Year 1965 is in the Federal Appropriations Bill, which is [illegible] before Congress. The total estimated study cost is $[illegible],000, [illegible]udy will require two years. The initial phase of the study will [illegible] present of funds.

[illegible]al interests have not made known the kind of improvements [illegible] the Selectmen of Orleans are certain stated that they [illegible] have a navigational study made, at a meeting in the [illegible] on 5 August 1964.

[illegible]automatic tide gauge recorder was installed at the Orleans [illegible] on 3 June 1965, in Town Cove, to collect basic tidal data.

15 October 1965 Cut 21

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
PLEASANT BAY (CHATHAM, HARWICH & ORLEANS) MASS.

There has not been any specific new information developed since 31 August 1965 other than the collection of basic engineering data necessary for the study. A survey made by this office on 24 August shows that the effective depth of the entrance channel, to Pleasant Bay and across the so-called Chatham Bars, is about 4 feet below mean low water. As the tide range is about 6.5 feet, the channel depth at high tide is about 10.5 feet.

A brief summation of the Corps position on this study follows:

1. The navigation and allied problems in this location are extremely complex. A sound engineering judgement as to what would constitute effective and lasting remedies to the many problems requires the collection of a great deal of basic engineering data. This office is proceeding with diligence and all possible speed with the collection of such data. We believe that any quick adoption of a remedial plan made without the benefit of as complete knowledge as can be obtained of the natural forces acting at this location, could possibly result in construction that would worsen the situation instead of alleviating it.

2. The proposed schedule on this study and report follows:

Sept. '65 - Mar. '66 - Collection of basic engineering data.
Jan. '66 - Oct. '66 - Design of alternative plans, collection and evaluation of economic data.
Oct. '66 - Mar. '67 - Evaluation of alternative plans and review with local interests.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
POLLOCK RIP AND CROSS RIP SHOALS

The Pollock Rip Shoals project, completed in 1925, provides for a channel 30 feet deep, 2,000 feet wide and 6 miles long, about 2 miles east of Monomoy Point. The last condition survey was completed in 1957. A survey of present conditions is tentatively scheduled to be made this fiscal year.

The Cross Rip Shoals project, completed in 1931, provides for a channel 30 feet deep, 400 feet wide and 1.7 miles long, between Halfmoon and Cross Rip Shoals in the central part of Nantucket Sound. The last condition survey was made in 1963-64. No maintenance work is planned at this time.

There are no new studies, investigations or project reviews under consideration.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
CHATHAM (STAGE) HARBOR, MASS.

The first phase of maintenance work on the above navigation project was completed on 21 July 1965. The work consisted of the relocation of a section of the entrance channel through Harding Beach, the construction of a sand dike about 2500 feet long between the southern tip of Harding Beach and Morris Island, the construction of a timber pile jetty about 1500 feet long southeast of the sand dike to deflect the currents, and the construction of a stone jetty about 200 feet long at the southwest corner of the channel through Harding Beach.

The second phase of maintenance work, to be undertaken if the need arises, consists of a 300 foot extension of the above stone jetty, the construction of a 350 foot stone jetty at the northeast corner of the channel through Harding Beach, and a stone apron along the timber pile jetty. The estimated cost of this work is $70,000. At this time it is not evident that this additional work is necessary. However, should the need become evident, funding for such work will be requested.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
ANDREWS RIVER, HARWICH, MASS.

Authorization: Section 107 of the 1960 River and Harbor Act.

Improvement Under Consideration: A channel 6 feet deep, 75 feet wide, from deep water in Nantucket Sound to the vicinity of a proposed public marina, two jetties on the east and west sides of the harbor entrance, and a 3-1/2-acre maneuvering and anchorage basin.

Estimated Project Cost:

	Federal	Non-Federal	Total
Corps of Engineers			
Channel, jetties, and anchorage	$166,000	$166,000	$332,000
U.S. Coast Guard			
Navigation Aids	25,000	-	25,000
Local Interests			
50 Slip Marina	-	$178,000	178,000
Total project costs	$191,000	$344,000	$535,000

Detailed Project Report: A detailed project report is nearing completion. The proposed improvement above described has been concurred in by State and Town officials.

Local Cooperation: Responsible officials of the State of Massachusetts and the Town of Harwich have given firm indications that the requirements of local cooperation would be met. The Town of Harwich has appropriated its share of the project cost, but it appears that State appropriations will be deferred until the next session of the Legislature.

Red River: At a meeting held in Harwich on 14 June 1965 with the Harwich Waterways Study Committee, local interests requested that spoil material dredged from Andrews River be deposited at the Town owned beach at Red River. The material is suitable and within economical distance of pumping; present plans are to comply with the request of local interests.

STATUS REPORT: FOR
CONDITIONAL APPROVAL BOARD
ON
ANDROSCOGGIN RIVER, MAINE, MAINE.

Authorization: Section 111 of the 1968 River and Harbor Act.

Improvement Under Consideration: A channel 6 feet deep, 70 feet wide, from deep water in Androscoggin River to the vicinity of a proposed public wharf. Two jetties on the east side near mouth of the harbor entrance, and a 7-1/2-acre turning basin at Lewiston Falls.

Estimated Project Cost:

	Federal	Non-Federal	Total
Dredging of channels, turning basin, and jetty-type	$[illegible],000	$[illegible],000	$[illegible],000
U.S. Coast Guard navigation aids	[illegible],000	-	[illegible],000
Local Interests 50 slip dredging	-	$[illegible],000	$[illegible],000
Total project costs	$[illegible],000	$[illegible],000	$[illegible],000

Omnibus Report Report: A satisfactory project report is awaiting completion. The proposed improvement above has not been considered by State and Town officials.

Local Cooperation: Conditional assurances of the State of Maine and the Town of Lewiston have given that adequate lands for disposal areas of local cooperation would be met. The Town of Lewiston has appropriated its share of the project cost, but is doubtful that State appropriations will be adequate until the next session of the Legislature.

Time Given: In a meeting held in Boston on 24 June 1971 with the Maine Congressmen State Conservation, Local interests requested that equal consideration be given Androscoggin River to be dredged at the Town boundary on the east side. The material is suitable and within economical distance of proposed jetties and to connect with the requests of local interests.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
NANTUCKET HARBOR, MASS.

Existing Navigation Project - (adopted 1880, modified 1886, and 1945) provides for: a channel 15 feet deep, without prescribed width, through the bar, at the entrance, about 1.6 miles long; an anchorage 15 feet deep, 300 to 1,100 feet wide in the harbor south of Brant Point; a fairway 15 feet deep, 200 feet wide extending southward along west side of the anchorage to a point about 2,700 feet south of Brant Point; two riprap jetties at the harbor entrance, the east jetty, about 6,987 feet long and the west jetty, about 5,755 feet long.

Status of Existing Project - Completed, except for dredging of the anchorage and fairway which is on an inactive status due to non-compliance with requirements of local cooperation. Rehabilitation of the east jetty was completed in 1963.

Current Survey Study - Authorized by a House of Representatives resolution on 2 June 1949. Estimated study cost $14,000. Study is completely funded.

Considered Improvements -

a. 1400-foot long stone breakwater on Hussey Shoal, 2,400 feet east of the commercial waterfront.

b. Deepening entrance channel to 18 feet at mean low water, 300 feet wide through the entrance bar into the harbor to a point 300 feet from the Steamship Authority ferry terminal with widening of the channel to 650 feet north of Brant Point.

The considered improvements and requirements of local cooperation have been discussed with local interests. The improvements appear to be economically justified. The Board of Selectmen of Nantucket has advised by letter dated 10 March 1965, that the Town is unable to participate in a breakwater project at this time. In a letter dated 3 September 1965, the General Manager of the Steamship Authority stated that deepening of the entrance channel is no longer considered necessary for ferry operations. The Authority is now contemplating use of small shallow draft ferries capable of maneuvering within the existing project channel. As a result a negative survey report is proposed to be submitted in October in compliance with the Congressional resolution.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
HYANNIS HARBOR, MASS.

The existing Federal project was completed in 1960. It provides a 12-foot entrance channel, a 12-foot anchorage in the inner harbor, a 1,170-foot breakwater extension to the existing 2,100-foot State breakwater at the west end of the outer harbor, and a 15.5-foot anchorage behind the Federal breakwater.

Maintenance dredging was completed in July 1965 in the outer harbor portion of the entrance channel. A condition survey made in June 1965 indicated that the remainder of the harbor is in good condition. Inspection of the breakwater in 1964 indicated that the Federal portion was in good condition. State officials have been informed that the State portion of the breakwater (between the Kennedy Compound and the Federal offshore portion) is in need of repair.

There are no new studies or project reviews under consideration. Further reconnaissance of the Federal breakwater will be made this fiscal year as part of our program for annual inspection of Federal structures.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
COTUIT HARBOR, BARNSTABLE, MASS.

Authorization: River and Harbor Act of 1960 (Public Law 86-645)

Description of Project: Provide for an entrance channel 10 feet deep and 150 feet wide from Nantucket Sound into West Bay and 8-foot deep channels from West Bay to Great Bay passing Osterville, and from West Bay to Cotuit Bay through Seapuit River. Estimated Cost (July 1962) -

Federal	$265,000
Non-Federal	265,000
Total	$530,000

Status: No construction work has been done on the authorized project due to unwillingness of local interests to participate. Project is in an inactive status. No new studies, investigations or project reviews are contemplated at this time.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
FALMOUTH HARBOR, FALMOUTH, MASS.

Project Authorization: River and Harbor Act of 1960 (Public Law 86-645)

Description of Improvement: Provides for an entrance channel 10 feet deep and 100 feet wide between the jetties into the Inner Harbor and the dredging of about 17 acres in the Inner Harbor.

Status: Authorized project was completed in 1957 at a total cost of $159, 000, of which $124, 000 was the Federal share and $35, 000 the Non-Federal share. The project was maintained in 1963. No new studies, investigations or project reviews are contemplated at this time.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
EEL POND (MENAUHANT) FALMOUTH, MASS.

Study Authorization: River and Harbor Act of 1960 (Public Law 86-645)

Estimated Cost: $21,000

Purpose: To determine the need and justification of providing an anchorage and protected entrance channel at Eel Pond, (Menauhant) Falmouth, Massachusetts.

Status: Initiation of study dependent on appropriation of funds.

Budget estimates for Fiscal Year 1967 are now in preparation. Careful consideration is being given to including funds to initiate this study, consistent with budgetary objectives and the needs of other worthy projects throughout New England.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
WOODS HOLE CHANNEL, MASS.

The existing Federal project for Woods Hole Channel, completed in 1913, provides for a 13-foot channel in the passage, known as The Strait, connecting Buzzards Bay and Great Harbor, with a branch channel in the passage to the southward, known as Broadway. The last condition survey, made in 1959, found both channels to be in good condition.

The existing Federal project for Woods Hole Little Harbor, completed in 1906, provides for a 12-foot entrance channel and turning basin. The U. S. Coast Guard now maintains the channel and turning basin to a depth of 17 feet. The project was maintained by the Coast Guard during the summer of 1965.

There are no new studies, investigations or project reviews under consideration.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
MENEMSHA CREEK, MASS.

The existing Federal project provides for a channel 10 feet deep, 80 feet wide between the entrance jetties, leading to a 10-foot anchorage thence 8 feet deep, 80 feet wide through Menemsha Creek to deep water in Menemsha Pond, a distance of about 1.1 miles. The project also includes a 6-foot anchorage adjacent to the 10 foot anchorage and maintenance of the two riprap jetties, each about 250 feet long, at the entrance. The project was adopted in 1945 and completed in 1950. The channel has been maintained periodically by the Federal Government, the latest maintenance dredging being done in September 1965. The results of this after dredging survey will be made available to local officials and navigation interests very shortly.

In connection with this recent maintenance dredging, there has been some protest by a Mr. Bruce Blackwell, Executive Director, Vineyard Conservation Society, concerning the disposal of the dredged material and its effect on the marsh grass. An inspection was made by interested parties of the spoil areas and some runoff had covered a minor amount of marsh grass near the West Basin. Also it was discovered that light encroachment had taken place on private property abutting the last spoil area near Menemsha Pond. The U. S. Fish and Wildlife Service inspected the area as a result of Mr. Blackwell's complaint and report that use of spoil areas outside those indicated on project plans did not result in significant permanent loss of wetland habitat.

There are no new studies, investigations or project reviews under consideration.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
A NAVIGATION STUDY AT LOGOON POND, TISBURY, (MARTHA'S VINEYARD ISLAND) MASS.

Authorization: Section 107 of the 1960 River and Harbor Act.

Improvement Under Consideration: An 8-foot deep, 100-foot wide channel extending from Vineyard Haven Harbor into Lagoon Pond and a 250-foot extension of the existing State jetty at the harbor entrance.

Reconnaissance Report: A reconnaissance report has been completed and it appears that the improvement under consideration warrants further detailed study.

Local Cooperation: A letter was sent to the Town of Tisbury on 14 May 1965 requesting comments on the proposed improvement and on the willingness of the Town to meet the requirements of local cooperation. Several contacts were also made by telephone. The Town of Tisbury has not replied to date. Submission of the Reconnaissance Report to the Chief of Engineers has been delayed pending receipt of comments from the Town of Tisbury concerning the requirements of local cooperation and the proposed plan of improvement.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASINGS KEITH
ON
EDGARTOWN HARBOR, MASS.

Authority: Senate Resolution adopted 23 February 1960.

Total Estimated Cost: $26,000. Completely funded.

The chief navigational difficulty in this harbor lies in excessive tidal currents, caused by differences in tidal conditions on both ends of the waterway. At the present time, 2 plans of improvement are being considered. The first would consist of a sand barrier across the head of Katama Bay to reduce currents to a minimum. The second plan would consist of constructing a sand barrier along the entire length of the breached sand spit at Norton Point, and closing the existing breach at the mouth of Katama Bay.

Both of the plans would have essentially the same effects on the navigation aspects of the harbor. However, the U. S. Fish and Wildlife Service has noted that the inner barrier would destroy some natural shellfish habitat, while the outer barrier would serve to enhance such habitat in the southerly part of Katama Bay. The Service is studying this phase of improvement and will report shortly on it. After receipt of the information and evaluation of it has been made, the report will be completed and forwarded to Washington.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
TASHMOO POND, MARTHA'S VINEYARD, MASSACHUSETTS

Study Authorization: Section 112, River and Harbor Act of 1958 (Public Law 85-500)

Estimated Cost: $20,000

Purpose: To determine the need of providing an entrance channel and anchorage at Tashmoo Pond, Martha's Vineyard, Massachusetts.

Status: Initiation of study dependent upon appropriation of funds.

Budget estimates for Fiscal Year 1967 are now in preparation. Careful consideration is being given to including funds to initiate this study, consistent with budgetary objectives and the needs of other worthy projects throughout New England.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
CAPE COD CANAL, MASS.

The current navigational study of the Cape Cod Canal is directed by 2 resolutions. The first was adopted 12 March 1949 by the Senate Committee on Public Works, and the second was adopted 19 March 1949 by the House Committee on Public Works. A public hearing was held in 1951. Engineering and economic studies were substantially completed in 1958. At that time firm data on prospective increased canal use was unobtainable from shipping interests. Our statistics show that from 1953 to 1964 the annual commerce through the Canal averaged 12,000,000 tons. The greater part of this commerce was carried in 553 trips of vessels drawing from 26 to 32 feet.

In the current year, construction of a 540,000 kilowatt conventional electrical generating station was started at a site on the south bank of the Canal in Sandwich. This unit is one of 4 scheduled for installation at this site. Vessels carrying fuel to this installation will range from 26,000 to 46,000 deadweight tons. These vessels will draw 34 to 38 feet and will require depths greater than the 32 foot project depth. In addition, it is believed petroleum shipments from refineries in New Jersey and Pennsylvania may take advantage of the shorter sailing distance of about 90 miles via the Canal. Larger coal carriers from Norfolk, Va., would also benefit by a deepened canal.

Reactivation of this study is dependent upon allotment of funds. It is estimated it would cost $20,000 to update and complete this study. Budget estimates for FY 1967 are now in preparation. Careful consideration is being given to resumption of this study, consistent with current budgetary objectives and the needs of others worthy projects throughout New England.

Rehabilitation of the Bourne Bridge was 92 percent complete on 31 August 1965. On 13 September, two lanes were closed in order to resume work on the deck. The bridge will be completely closed on Monday, 18 October 1965 and remain closed until Friday, 29 October 1965, in order to complete paving of the deck. Scheduled completion of contract is 12 November 1965.

The Sagamore Bridge is essentially complete. Work remaining consists of reviewing safety platforms, handrails, scuppers and other incidentals.

A third highway bridge has been the subject of several inquiries over the years. Traffic congestion on Sagamore Bridge during the peak summer months is very severe on weekends of July and August. In response to inquiries made in 1961, a brief analysis was made of vehicle load based upon traffic count data furnished by the Massachusetts Department of Public Works. In August 1965 we made a similar analysis based upon latest (1964) traffic counts. In both instances the results indicate that while peaks occur at certain summer weekend hours and cause congestion at the Sagamore Bridge, the average daily density of vehicular flow is considerably less than the total capacity of both bridges. When peak traffic is proceeding over the Sagamore Bridge, the flow over Bourne Bridge is only about half its rated capacity.

The Massachusetts DPW is considering modifications to bridge approaches and better utilization of existing bridges through highway planning and traffic control. We have suggested to the Commonwealth that reallocation of bridge traffic lanes to provide greater capacity in direction of peak flow may ease congestion. Increasing bridge widths has been investigated and found unfeasible structurally. Overall highway planning is a function of the Commonwealth of Massachusetts. We have urged them to initiate an engineering study of the further highway needs of the region. This would include a full investigation of the possible alternatives to a third bridge which we have mentioned.

The contract for construction of thepublic marina at the head of the East Boat Basin has been awarded by the Commonwealth of Massachusetts to the Melville Construction Company at a bid price of $187,595. Construction started 13 October 1965, and is required to be completed by the end of June 1966.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
BUTTERMILK BAY (CHANNEL) AND COHASSET NARROWS, MASS.

The Buttermilk Bay navigation channel was authorized by the River and Harbor Act of 1948. It provided for a channel 100 feet wide and 7 feet deep, from the Cape Cod Canal northerly for about one mile to a natural channel leading into Buttermilk Bay. The project was completed in FY 1953 and was last maintained in May 1960.

A survey in July 1964 indicated that the channel was in good condition and required no maintenance dredging work. Since that time this office has received no complaints regarding the condition of the channel nor requests for any project modification. We therefore, at this time, do not plan to conduct any new studies, investigations or project reviews.

Cohasset Narrows is a natural channel leading into Buttermilk Bay and is about 1/2 mile northerly of the northerly end of the authorized Buttermilk Bay project. One fixed highway bridge and one railroad drawbridge span Cohasset Narrows. This office has had no requests for navigation improvements in the vicinity of Cohasset Narrows.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
WAREHAM HARBOR, MASS.

The existing Federal project provides for a 9-foot channel in the Wareham River between Long Beach and the Wareham waterfront and for protection of Long Beach from erosion. The project was partially completed in 1896 by construction of the 9-foot channel. A 12-foot channel was dredged by the State in 1917 and has since been maintained periodically by the State.

The channel is now reportedly shoal. A condition survey is scheduled to be made this fiscal year to determine the extent of shoaling, the depth required by existing navigation and the justification for Federal maintenance. The results of this survey will be made available to local officials and navigation interests.

There are no new studies or project reviews under consideration.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
MATTAPOISETT HARBOR, MASS.

The existing Federal project, authorized in 1950, provides for an 8-foot entrance channel and a 6-foot anchorage at the head of the channel, 1.3 acres in size. The project has not been constructed as local officials indicated in 1954 that the Town did not wish to participate in the Federal project. It is now classified as inactive.

Local officials indicated in 1954 that Eel Pond, immediately to the westward, now serves local boating needs, following abandonment of a railroad bridge across the entrance to Eel Pond.

There are no new studies, investigations or project reviews under consideration.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
WESTPORT HARBOR

The existing project was adopted in 1938, but no work has been done due to lack of local cooperation. The project provides for:

(1) A channel east of Half-mile Rock, 12 feet deep, 200 feet wide and about 1200 feet long;

(2) A channel 9 feet deep, 100 feet wide in the East Branch to Westport Point to be obtained by the progressive construction of a training dike about 2500 feet long;

(3) A dike from Bailey Flat to Horse Neck Point;

(4) Supplementary dredging.

Since our letter to you of 7 May 1965, the Division of Waterways has made a detailed hydrographic sounding survey from which this office will make estimates of construction costs to be furnished to the Town of Westport as soon as possible. However, the survey made by the Division of Waterways does not cover the entire length of the proposed channel. The Division of Waterways is therefore supplementing this map with maps of prior surveys of the remaining area.

It is anticipated that the maps of this composite survey will be furnished to the Town of Westport within the next week, and that estimates of such entrance channel as they indicate to be their present need will be furnished within 3 weeks of the date on which they so indicate.

Any indication of the reaction of the Town of Westport to this cost estimate and other pertinent information will be furnished to you.

11 October 1955

[illegible]

[illegible]

The mining project was started in 1954, but no work has been done due to lack of local cooperation. The project provides for:

(1) A channel 400 feet wide, 11 feet deep, 200 feet wide and about 1800 feet long;

(2) A channel 5 feet deep, 100 feet wide to the Tyel Branch to Tentgyel River to be cleared by the proprietors construction of a rolling dam about 3500 feet long;

(3) A dam across Rolling River to divert work River;

(4) Supplementary Dredging.

Since our letter to you of 7 July 1955, the Division of Waterways has made a detailed topographic mapping survey from which this office will make estimates of construction costs to be furnished to the Town of Tentgyel as soon as possible. However, the survey made by the Division of Waterways does not cover the entire length of the proposed channel. The Division of Waterways is currently completing this map with maps of prior surveys of the remaining area.

It is anticipated that the maps of this comprehensive survey will be furnished to the Town of Tentgyel within the next week, and that estimates of work contracts obtained as they develop in the their present need will be furnished which a means of the date on which they be instant.

Any indications of the reaction of the Town of Tentgyel to this coal authority and other pertinent information will be furnished to you.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
NEW BEDFORD AND FAIRHAVEN HARBOR

The New Bedford - Fairhaven Hurricane Project is approximately 97 percent complete. It is scheduled for completion in January 1966.

The Division received a resolution by the City Council complaining about odors in the Clarks Cove area claimed to result from construction of the barrier. A meeting was held on 26 September 1965 to discuss the above-mentioned resolution. The meeting was attended by representatives of the New Bedford Public Works and Public Health Department, the Massachusetts Water Resources Commission and Department of Public Health, and Corps of Engineers.

An inspection was made of the Clarks Cove area. The consensus of opinion of those present was that construction of the barrier did not, in any way, alter the condition in Clarks Cove. The Corps has no plans under consideration for the relief of this problem.

With regard to the navigation study, work is progressing at a favorable rate. As numerous requests of various improvements had been made at the public hearing, held 17 December 1964 at the Fairhaven Town Hall, extensive field surveys will be necessary. These surveys will begin this fall and should be completed by December. Upon completion of the field work, the results will be plotted and cost estimates of various proposed improvements made. An economic study will also be made to determine the economic feasibility of all or part of the improvement, after which local interests will be informed of the results. As these procedures will entail considerable time, the report is scheduled for completion in the summer of 1966.

[illegible]

[illegible]

The New Haven - Fairhaven Interurban [illegible] is approximately [illegible] percent complete. It is expected to be completed in January 1952.

The Division received a resolution by the City Council [illegible] asking about work in the Cedar Grove area. Behind [illegible] attention of the Director. A meeting was held on 20 September 1951 to discuss the above-mentioned resolution. The meeting was attended by representatives of the Bureau Public Works and Public Health Department, the Beautification Committee, Conservation Commission, Department of Public Works, City Engineer and Engineers.

An inspection was made of the Cedar Grove Area. The consensus of opinion of those present was that improvements of the barrier can not in any way, alter the conditions in Cedar Grove. The Corps has no plans under consideration for the [illegible] of this problem.

With regard to the mosquito study, work is progressing to a favorable rate. An [illegible] has been held at the public hearing. Both [illegible] have been [illegible] Town Hall, [illegible] will be necessary. These surveys will begin this fall and should be completed by [illegible]. Upon completion of the field work, the results will be given the [illegible] of various pertinent [illegible]. An economic study will also be made to determine the economic benefits of all or part of the improvement. Other water [illegible] will be [illegible] results. If these prerequisites will [illegible], the project is scheduled for completion in the [illegible] of [illegible].

15 October 1965

CWP
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STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
CUTTYHUNK HARBOR
AND ON
CANAPITSIT CHANNEL, MASS.

The existing navigation project at Cuttyhunk Harbor, adopted in 1937, provides for a 10-foot deep channel with two entrance jetties and a 10-foot deep, 16-acre anchorage. Dredging work at the entrance channel and at the turning basin in 1962, and boulder removal from the turning basin in 1963, restored the project to its authorized dimensions. Additional maintenance of the channel and anchorage area is not necessary at present.

The most recent maintenance work at the project, completed in January 1965 at a contract cost of $235,524, consisted of the construction of a stone dike about 600 feet long in the vicinity of Copicut Neck Beach and the construction of a stone dike about 1300 feet long in the vicinity of Canapitsit Beach. This work was done to prevent further excessive shoaling of the channel and anchorage.

A navigation survey study and report on this project was authorized by the River and Harbor Act of 24 July 1946. Work contemplated for consideration in this study has been accomplished as part of the maintenance work completed in January 1965 as described above. It is considered that the project is in good condition and that no further work is necessary, therefore it is proposed to submit a brief, unfavorable report on the survey study authorized in 1946.

The existing navigation project at Canapitsit Channel, adopted in 1892, provides for a navigation channel about 800 feet long, from Vineyard Sound and Buzzards Bay and between the islands of Nashawena and Cuttyhunk, to a depth of 6 feet and a minimum width of 150 feet. An examination made in 1963 of the project indicated that the channel was in good condition. It is believed that at the present time the channel dimensions are substantially in accordance with the authorized project and that there is no need for maintenance work. No new studies or investigations are planned on this project.

[illegible]

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

The existing [illegible] project as originally [illegible], prepared in 1937, provides for a 18-foot deep channel with two [illegible] jetties and a 10-100m deep, 12-mile [illegible]. [illegible] work of the [illegible] channel and of the turning basin in [illegible]. [illegible] the turning basin in 1963, [illegible] the project to [illegible] dimensions. Additional [illegible] of the channel and turning area is not necessary at present.

The most recent maintenance work on the project, completed in January 1961 at a cost of [illegible], consisted of the maintenance of a stone rip-rap [illegible] and the construction of a stone jetty [illegible] of dangerous [illegible]. This work was done to prevent further [illegible] shoaling of the channel [illegible].

A navigation survey was made of the project [illegible] by the River and Harbor [illegible] of [illegible]. This [illegible] consideration to this study [illegible] work completed by [illegible]. It is considered that the project is in good condition and that no further [illegible] is necessary. Therefore it is proposed to submit a brief, [illegible] report on the survey study [illegible].

The existing [illegible] project [illegible] in 1962, provides for a navigation channel about 250 feet long, from Vlaspirt Bayou and Pinckard Bay and between the islands of [illegible] and Cuyahoga, to a depth of 1 foot and a [illegible] of 150 feet. An examination made in July of the project indicates that the channel was in good condition. It is believed that if the present [illegible] channel dimensions are substantially in conformance with the authorized project and that there is no need for maintenance work. No new studies or investigations are planned on this project.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
BASS RIVER HARBOR, DENNIS AND YARMOUTH, MASS.

There is no Federal project at Bass River Harbor. The last report, an unpublished report in 1941, was unfavorable to Federal participation in entrance channel, anchorage and jetty extension improvements. A review study was authorized on 21 June 1965 by the House Public Works Committee, but has not been funded.

The State, in conjunction with the Towns of Dennis and Yarmouth, has attempted to maintain a 7-foot channel upstream to the Route 28 bridge by dredging and by jetty work at the river mouth. The channel is reported to have shoaled to depths less than 3 feet. As frequent maintenance has not been fully effective, local interests desire Federal assistance in entrance channel, jetty extension and mooring basin improvements.

Careful consideration will be given to inclusion of funds for this study in our budget estimates for FY 1967, now in preparation, consistent with budgetary objectives and the needs of other worthy studies.

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
RED BROOK HARBOR, BOURNE, MASS.

There is no Federal project at Red Brook Harbor, the largest of four coves at the head of Pocasset Harbor, along the east shore of Buzzards Bay. A reconnaissance investigation was initiated in June 1965, under the authority of Section 107 of the 1960 River and Harbor Act, in response to a formal request by the Shore and Harbor Committee of the Town of Bourne. A public hearing was held at Bourne on 26 August 1965. Local interests desire improvement of the 8-foot State channel around the southern end of Bassett Island, which lies generally west of the four coves, deepening of the natural channel around the northern end of Bassett Island, anchorage improvements in the four coves, and jetty and breakwater improvements. A reconnaissance report is in preparation on the need for making a detailed project investigation.

15 October 1965

CWP
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Status Report
for
Congressman Hastings Keith
on
North Scituate Beach, Scituate

The Massachusetts Division of Waterways has final designs and specifications in preparation for the widening of North Scituate Beach by placement of sand. The procedure on this type of project is for the Division of Waterways to construct the project, subject to approval by the Corps of Engineers of the plans, specifications, and award of contract.

It is expected that the project will be ready for bidding within the next two months and will be constructed prior to next summer. The United States will reimburse the State upon completion of the project 50 percent of the project cost. The initial construction of the project is presently estimated to cost $260,000, of which the Federal share would be $130,000. These funds are presently available from prior appropriations for small authorized projects.

The Federal project also includes cost sharing in costs of beach replenishment for a period of 10 years from the date of project construction. The present estimate of the cost of 10 years replenishment of the beach is $66,000 of which the Federal share would be $33,000. This estimate will be subject to revision based on experience with the completed beach.

[illegible] 1942

[illegible]
to
[illegible]
on
[illegible], Illinois

The Mississippi River Commission is directed to construct the [illegible] and revetments in preparation for the commencement of which [illegible] by placement of sand. The [illegible] of the type of project is the Division of Engineering [illegible] approved by the Corps of Engineers [illegible] and [illegible] contract.

It is expected that the project will be ready for bidding within the next two months and will be completed after [illegible] months. The United States will reimburse the State upon completion of the project or [illegible] of the project cost. The total [illegible] of the project is presently estimated at [illegible], of which the Federal share would be $[illegible]. These funds are presently available from prior appropriations for small authorized projects.

The Federal project with [illegible] has already [illegible] in small [illegible] planning for a period of [illegible] years. [illegible] the [illegible] of [illegible]. The present estimate of the cost of [illegible] expenditures of the [illegible] is $[illegible], of which the Federal share would be $[illegible]. This estimate will be subject to revision based on experience with the completed [illegible].

15 October 1965

Status Report
for
Congressman Hastings Keith
on
Clark Point Beach, New Bedford

The beach erosion control project at Clark Point, New Bedford, authorized in 1960, consists of protecting and improving approximately 1600 feet of beach south from Dudley Street by widening to a minimum 100-foot width by direct placement of sand fill, raising the inshore end of the existing groin at Dudley Street and lengthening the two existing groins at and south of Valentine Street about 250 and 85 feet respectively.

The project is presently estimated to cost $194, 000, to be shared equally by the Federal Government and non-Federal interests.

The City of New Bedford informed this office in June 1963 that the city's expenditure for their share of the hurricane protection project under construction made it desirable to hold this project in abeyance. There is no indication that the City plans to program its share of the project cost at this time.

15 October 1965

Status Report
for
Congressman Hastings Keith
on

Thumpertown Beach, Eastham

The beach erosion control project for Thumpertown Beach, Eastham, authorized in 1960, consists of widening approximately 1500 feet of beach to a 125-foot width by direct placement of suitable sand fill and construction of one groin about 300 feet long.

The project is presently estimated to cost $82,000, to be shared equally by the Federal Government and non-Federal interests.

There is no indication that the Commonwealth contemplates construction of this project in the near future.

15 October 1965

Status Report
for

Congressman Hastings Keith
on

Brant Rock Town Beach, Marshfield

The beach erosion control project for Brant Rock Town Beach, Marshfield, authorized in 1960, consists of widening about 2700 feet of beach to a 125-foot width by direct placement of sand fill and raising the inshore end of the existing Brant Rock jetty.

The project is presently estimated to cost $184,000 to be shared equally by the Federal Government and local interests.

There is no indication that the Commonwealth contemplates construction of this project in the near future.

15 October 1965

Status Report

for

Congressman Hastings Keith

on

Martha's Vineyard Beaches

The Beach Erosion Control Report on the Cooperative Study for Martha's Vineyard, Massachusetts, was completed and sent to the Chief of Engineers and the Board of Engineers for Rivers and Harbors for review in August 1965. An advance copy of the Public Notice relative to the report was sent to you 19 August 1965. A copy of this public notice is inclosed herewith for your convenience.

In the cooperative report suitable plans for restoration, protection and improvement have been developed for use by local interests at shore areas which merit consideration. They consist of such structures as revetment fronting seawalls, stone mounds, and rock blanket slope protection. Specific areas considered were: East Chop and Vineyard Highlands, Oak Bluffs Harbor Entrance, seawall south of Oak Bluffs Harbor and east end of Edgartown Beach.

Recommendation was made in a separate Detailed Project Report for Federal participation in the cost of construction of widening 1200 feet of Oak Bluffs Town Beach by direct placement of sand fill to a width ranging from 200 to 150 feet to mean high water along its southerly 750 feet, decreasing gradually northward along the remaining 450 feet, and construction of a 530-foot long impermeable terminal groin at the southerly extremity of the beach. The presently estimated first cost of the project is $270,000 of which the Federal contribution is $155,000.

The Commonwealth of Massachusetts and Town of Oak Bluffs indicate interest in participating in the cost of construction of a beach erosion control project for Oak Bluffs Town Beach pending approval of that project under authority delegated in Section 103 of the 1962 River and Harbor Act.

14 October 1963

Status Report

for

Congressman Hastings Keith

on

Martha's Vineyard Beaches

[illegible] Division Control Report on the Cooperative study [illegible] Edgartown, Massachusetts, was completed and sent to the [illegible] Engineers and the Board of Supervisors for Rivers and Harbors [illegible] in August 1963. An advance copy of the Public [illegible] to the report was sent to you 19 August 1963. A copy [illegible] is included herewith for your convenience.

[illegible] cooperative report suitable plans for restoration, protection [illegible] have been developed for use by local interests [illegible] which exert consideration. They consist of rock structures [illegible] domestic fronting seawalls, stone groins, and rock bulkheads [illegible]. Specific areas considered were: East Chop and [illegible], the Little Harbor Entrance, overwash south of [illegible] and east end of Edgartown Beach.

[illegible] recommendation was made in a separate Detailed Project Report [illegible] participation in the cost of construction of widening 1200 [illegible] Lake Tisbury Beach by direct placement of sand fill to a [illegible] from 300 to 132 feet to mean high water along its [illegible] Decreasing gradually northward along the remaining [illegible] construction of a 330-foot long impermeable terminal [illegible] extremity of the beach. The presently estimated [illegible] the project is $270,000 of which the Federal contribution [illegible].

[illegible] Commonwealth of Massachusetts and Town of Oak Bluffs in [illegible] in participating in the cost of construction of a beach [illegible] project for Oak Bluffs Town Beach pending approval [illegible] water authority delegated in Section 101 of the 1962 [illegible] Act.

I have not inclosed a copy of the complete report, which is rather voluminous (75 pages) and is still subject to modification pending its approval by the Board of Engineers for Rivers and Harbors and the Chief of Engineers. I believe you probably have the information you need in more easily usable form from this status report and the inclosed public notice. When the report is approved by the Chief of Engineers, it will be sent to Congress and printed as a Congressional document. A copy of the final report will be sent to you pending the printing of the Congressional document if you so desire.

Incl
Public Notice

I enclosed a copy of the case law report, which is
[illegible] (75 pages) and is still subject to modification
approval by the Board of Engineers for Rivers and Harbors
of Engineers. I believe you probably have the Engineer-
in more easily readable form this status report and
public notice. When the report is approved by the Chief
it will be sent to Congress and printed as a Congres-
sional. A copy of the final report will be sent to you upon
of the Congressional document if you be desire.

CWP
1.1.39

15 October 1965

Status Report

for

Congressman Hastings Keith

on

Plymouth Town Beach

The beach erosion control project for Plymouth Town Beach, authorized in 1960, consists of widening about 1300 feet of beach to a 125-foot width by direct placement of sand fill and construction of two groins each about 300 feet long.

The project is presently estimated to cost $134,000, of which $64,000 is the Federal share and $70,000, non-Federal. The Commonwealth was reimbursed in the amount of $5500 in June 1964 for the Federal share of that part of the project completed to date. This work consisted of construction of a concrete seawall and stone apron at a total cost of about $18,000. The uncompleted work consists of widening the beach to project dimensions and construction of the two stone groins at a cost presently estimated at $116,000 of which the Federal share would be $58,000.

Although the Commonwealth is presently replacing a damaged section of seawall outside of the project area, there is no indication that completion of the authorized project is contemplated in the near future.

Incl.
Public Notice dated 26 Aug 1965 re
Beach Erosion Control Report on
Martha's Vineyard

[illegible] 15 October 1965

Status Report

for

Congressman Hastings Keith

on

Plymouth Town Beach

[illegible]ch erosion control project for Plymouth Town Beach, [illegible]n 1960, consists of widening about 1300 feet of beach [illegible]t width by direct placement of sand fill and constructi[illegible] groins each about 300 feet long.

[illegible]ject is presently estimated to cost $134,000, of which [illegible]e Federal share and $70,000, non-Federal. The Com[illegible]ve reimbursed in the amount of $3530 in June 1964 for [illegible] share of that part of the project completed to date. That [illegible]ted of construction of a concrete seawall and stone groi[illegible]t of about $10,000. The uncompleted work consists of [illegible] beach to project dimensions and construction of the con[illegible] at a cost presently estimated at $110,000 of which the [illegible]re would be $55,000.

[illegible] the Commonwealth is presently replacing a damaged [illegible]wall outside of the project area, there is no immediate [illegible]ion of the authorized project is contemplated in the near

[illegible]ce dated 23 Aug 1965 re
[illegible]ion Control Report on
[illegible] Harbor

15 October 1965

Status Report
for

Congressman Hastings Keith

on

Town Neck Beach, Sandwich

The beach erosion control project for Town Neck Beach, Sandwich, authorized in 1960, consists of widening approximately 6500 feet of beach to a 125-foot width by direct placement of suitable sand fill and raising the inshore end of the existing jetty of Cape Cod Canal.

The project is presently estimated to cost $294,000. This includes an initial cost of $218,000 to be shared equally by the Federal government and non-Federal interests. An additional initial cost of $18,000 for raising the present jetty would be borne by the Federal government. A future 10-year nourishment program requires an estimated expenditure of $58,000 with 50 percent Federal participation.

There is presently no indication that construction of this project is contemplated in the near future.

19 October 1959

Status Report
for

Congressman Lansing Hoch

on

Town Neck Beach, Sandwich

The beach erosion control project for Town Neck Beach, Sandwich, authorized in 1960, consists of widening approximately 6000 feet of beach to a 125-foot width by direct placement of suitable sand fill and raising the inshore end of the existing jetty of Cape Cod Canal.

The project is presently estimated to cost $2,[illegible], 000. This includes an initial cost of $210,000 to be shared equally by the Federal government and non-Federal interests. An additional initial cost of $[illegible], 000 for raising the present jetty would be borne by the Federal government. A future 10-year nourishment program requires an extra [illegible] expenditure of $[illegible], 000 with 50 percent Federal participation.

There is presently no indication that construction of this project is contemplated in the near future.

Text of minute adopted by committee and board of [illegible], 1959 [illegible] Town [illegible] authority, Town [illegible] Sandwich Harbor

CPW 1.2.

DATA FOR CONFERENCE

WITH CONGRESSMAN HASTINGS KEITH

18 DECEMBER 1965

COLONEL RIBBS' COPY

CWP1.2.1

DATA FOR CONFERENCE WITH CONGRESSMAN HASTINGS KEITH

18 DECEMBER 1965

Contents

Prepared by Engineering Division

CWP1.2.2

PROJECTS AND STUDIES LISTED BY TOWNS

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- B. Hyannis Hbr.
- C. Popponesset Bay

BOURNE
- A. Buttermilk Bay
- B. Cape Cod Canal & Bridges
- C. Red Brook Hbr.

BREWSTER
- A. Pleasant Bay (See Chatham)

CHATHAM
- A. Chatham Stage Hbr.
- B. Pleasant Bay
- C. Pollock Rip Shoals

CHILMARK
- A. Menemsha Creek

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- A. Cohasset Hbr.

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- A. Bass River Hbr.

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- A. Duxbury Hbr.

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- A. Cuttyhunk Hbr.

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25. ORLEANS
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- A. Bass River Harbor (See Dennis)

15 October 1965 CWP 1.2.3

STATUS REPORT FOR CONGRESSMAN HASTINGS KEITH ON COTUIT HARBOR, BARNSTABLE, MASS.

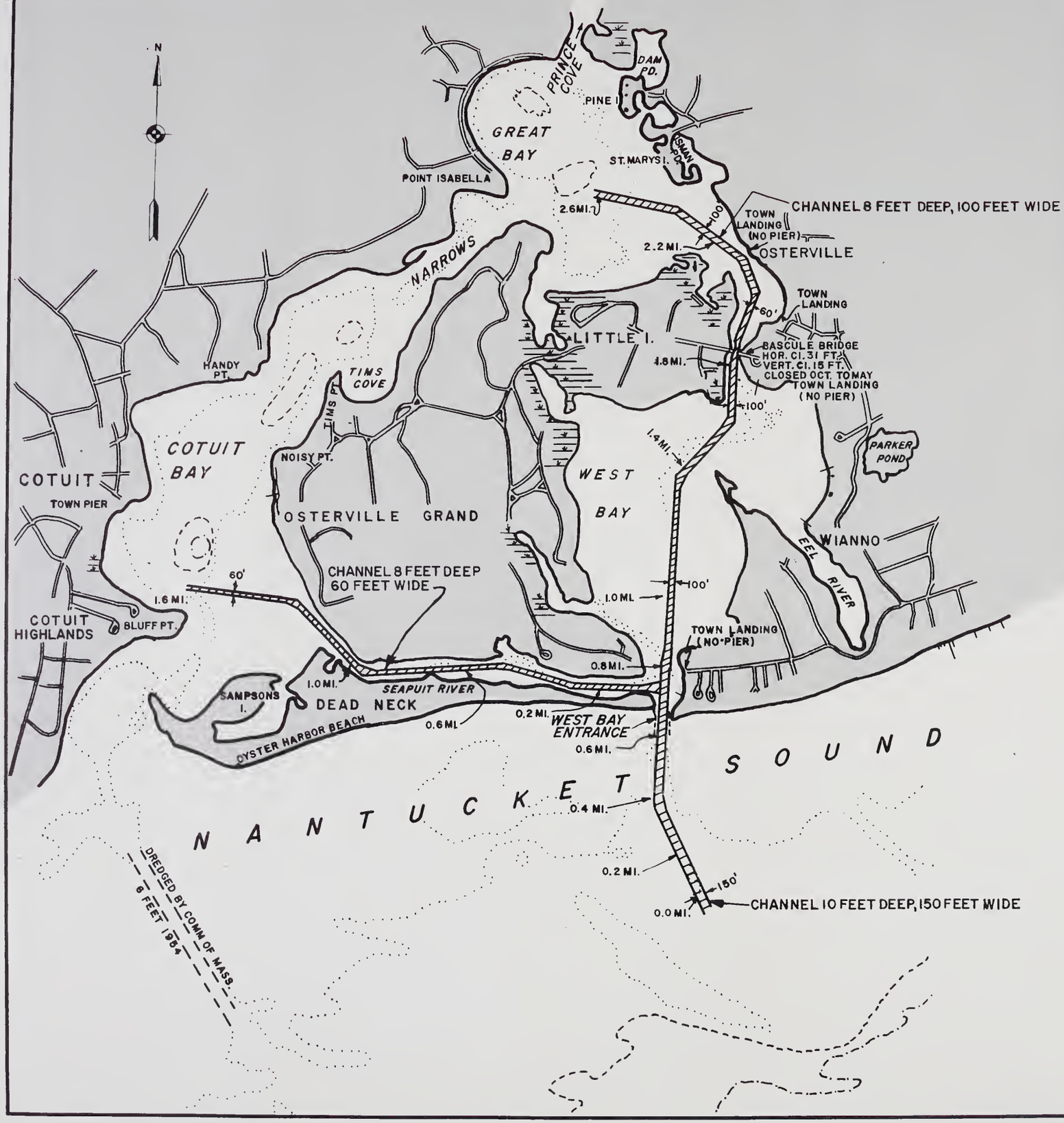
Authorization: River and Harbor Act of 1960 (Public Law 86-645)

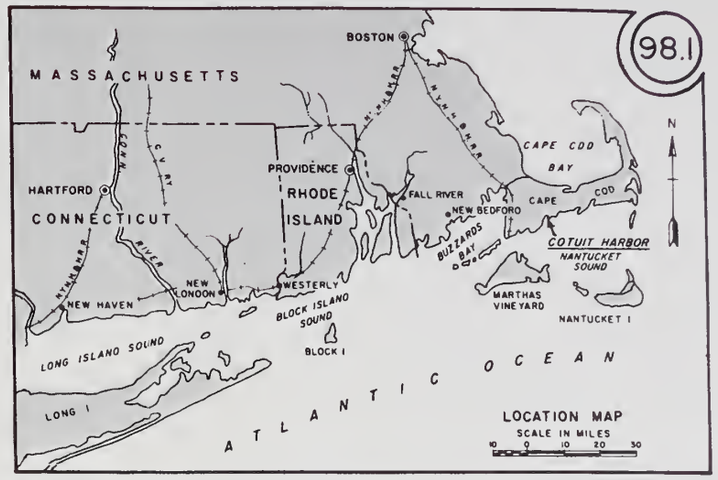
Description of Project: Provide for an entrance channel 10 feet deep and 150 feet wide from Nantucket Sound into West Bay and 8-foot deep channels from West Bay to Great Bay passing Osterville, and from West Bay to Cotuit Bay through Seapuit River. Estimated Cost (July 1962) -

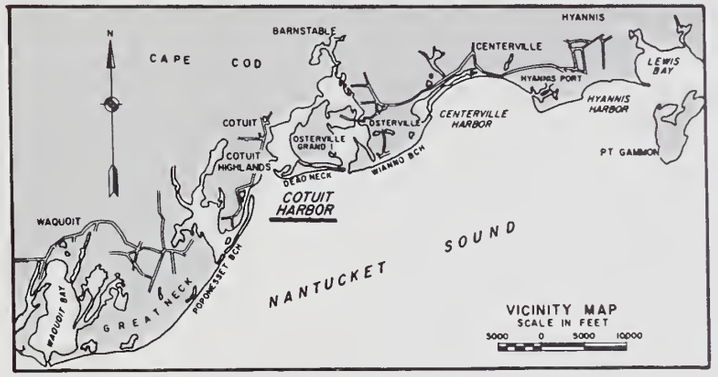
Federal	$265,000
Non-Federal	265,000
Total	$530,000

Status: No construction work has been done on the authorized project due to unwillingness of local interests to participate. Project is in an inactive status. No new studies, investigations or project reviews are contemplated at this time.

Map Incl.







INCOMPLETED WORK

COTUIT HARBOR, MASS.

30 JUNE 1963

IN 1 SHEET

SCALE IN FEET

1000 0 1000 2000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

15 October 1965

CWPL-2-5

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
HYANNIS HARBOR, MASS.

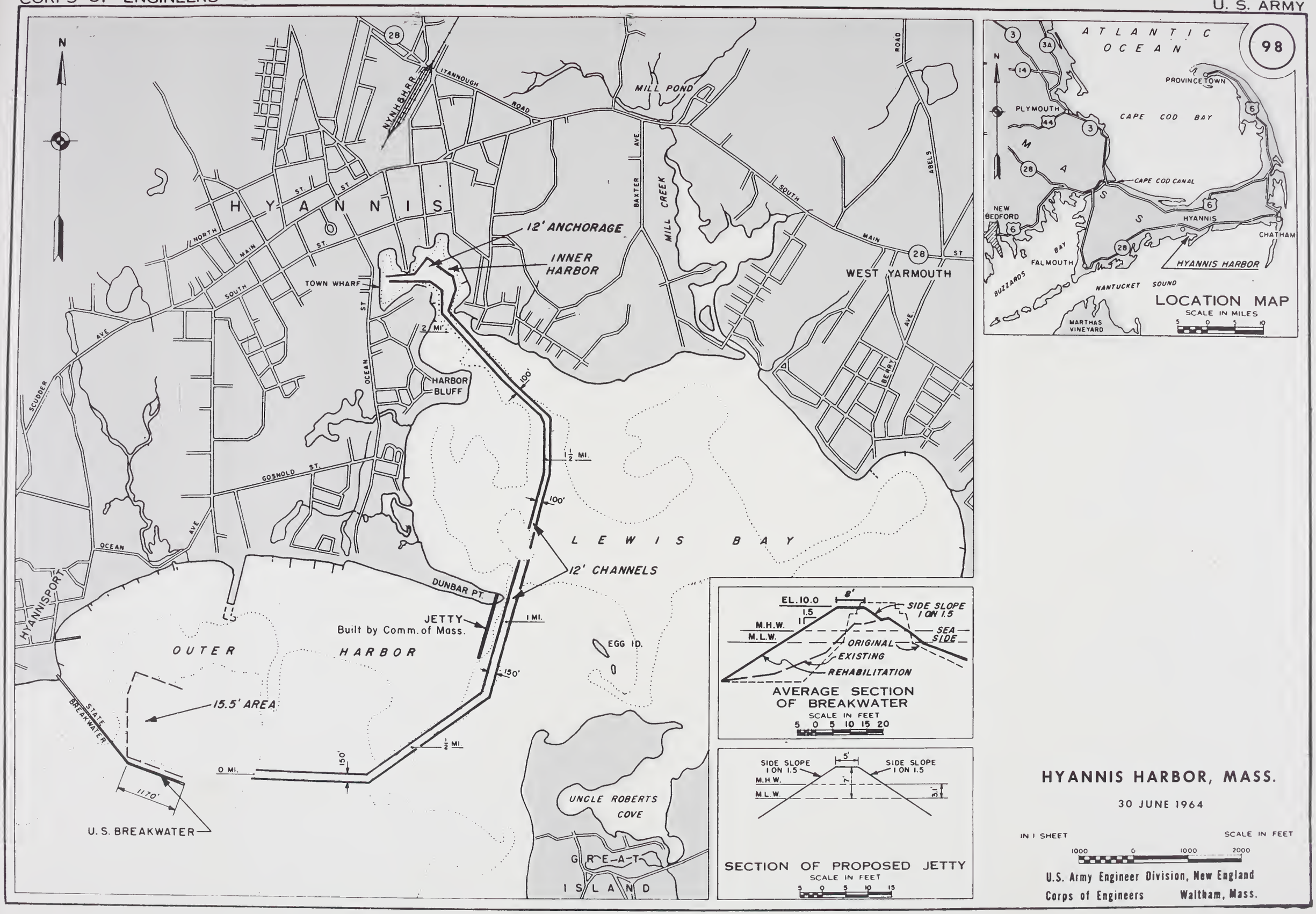
The existing Federal project was completed in 1960. It provides a 12-foot entrance channel, a 12-foot anchorage in the inner harbor, a 1,170-foot breakwater extension to the existing 2,100-foot State breakwater at the west end of the outer harbor, and a 15.5-foot anchorage behind the Federal breakwater.

Maintenance dredging was completed in July 1965 in the outer harbor portion of the entrance channel. A condition survey made in June 1965 indicated that the remainder of the harbor is in good condition. Inspection of the breakwater in 1964 indicated that the Federal portion was in good condition. State officials have been informed that the State portion of the breakwater (between the Kennedy Compound and the Federal offshore portion) is in need of repair.

There are no new studies or project reviews under consideration. Further reconnaissance of the Federal breakwater will be made this fiscal year as part of our program for annual inspection of Federal structures.

Map Incl.

CWPl.2. 6



HYANNIS HARBOR, MASS.

30 JUNE 1964

IN 1 SHEET

SCALE IN FEET

1000 0 1000 2000

U.S. Army Engineer Division, New England

Corps of Engineers Waltham, Mass.

1B²

1.2.7

13 December 1965

POPPONESSET BAY, BARNSTABLE AND MASHPEE

Study Authorization: Section 304, 1965 River and Harbor Act.

Estimate of Cost: (See Status discussion below)

Desired Improvements: Protected entrance channel and mooring basin in Popponesset Bay. Additional improvements may be requested at public hearing.

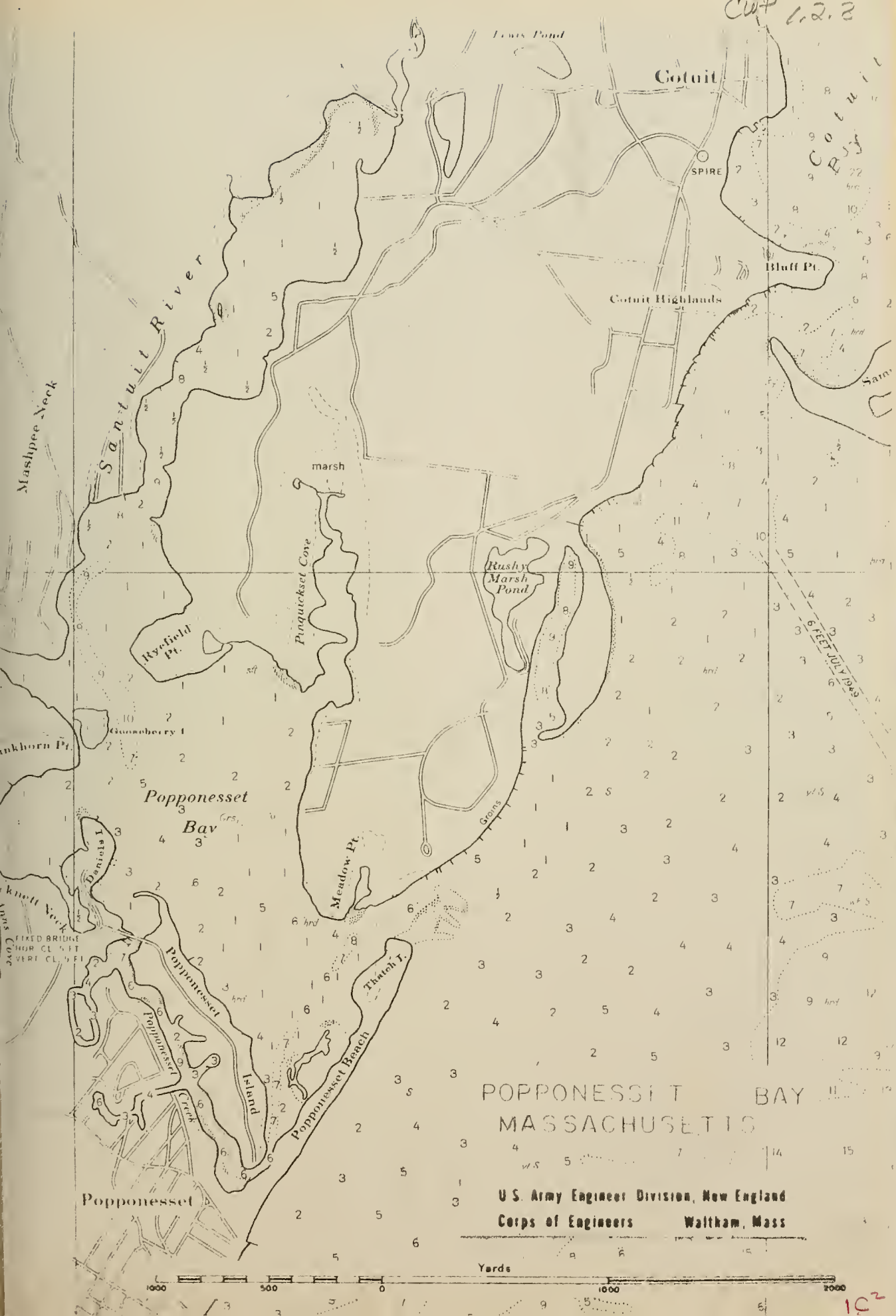
Status: Initiation of study is dependent on appropriation of funds. A preliminary plan of investigation is now in preparation to determine the probable extent of study required and the estimated cost of the study.

Following information is entered on NED copies only

Estimated study cost (supplied to OCE but not yet approved)

first fiscal year	$15,000
second fiscal year	35,000
	$50,000

Incl.


Cotuit
SPIRE
Bluff Pt.
Cotuit Highlands
Santuit River
Mashpee Neck
marsh
Pinquickset Cove
Rushy Marsh Pond
Ryefield Pt.
Gooseberry I.
Popponesset Bay
Daniels I.
Meadow Pt.
Groins
Popponesset Island
Thatch I.
Popponesset Beach
Popponesset Creek
Popponesset
POPPONESSET BAY
MASSACHUSETTS
U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass
Yards
1000
500
0
1000
2000

15 October 1965 CWP 1.2.9

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
BUTTERMILK BAY (CHANNEL) AND COHASSET NARROWS, MASS.

The Buttermilk Bay navigation channel was authorized by the River and Harbor Act of 1948. It provided for a channel 100 feet wide and 7 feet deep, from the Cape Cod Canal northerly for about one mile to a natural channel leading into Buttermilk Bay. The project was completed in FY 1953 and was last maintained in May 1960.

A survey in July 1964 indicated that the channel was in good condition and required no maintenance dredging work. Since that time this office has received no complaints regarding the condition of the channel nor requests for any project modification. We therefore, at this time, do not plan to conduct any new studies, investigations or project reviews.

Cohasset Narrows is a natural channel leading into Buttermilk Bay and is about 1/2 mile northerly of the northerly end of the authorized Buttermilk Bay project. One fixed highway bridge and one railroad drawbridge span Cohasset Narrows. This office has had no requests for navigation improvements in the vicinity of Cohasset Narrows.

Map Incl.

2A

CWP 1.2.10

107

CHANNEL FROM BUZZARDS BAY TO BUTTERMILK BAY MASSACHUSETTS

30 JUNE 1963

IN 1 SHEET

0 1000 2000 3000 FT.

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

2A2

CWP 1.2.4

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
CAPE COD CANAL, MASS.

The current navigational study of the Cape Cod Canal is directed by 2 resolutions. The first was adopted 12 March 1949 by the Senate Committee on Public Works, and the second was adopted 19 March 1949 by the House Committee on Public Works. A public hearing was held in 1951. Engineering and economic studies were substantially completed in 1958. At that time firm data on prospective increased canal use was unobtainable from shipping interests. Our statistics show that from 1953 to 1964 the annual commerce through the Canal averaged 12,000,000 tons. The greater part of this commerce was carried in 553 trips of vessels drawing from 26 to 32 feet.

In the current year, construction of a 540,000 kilowatt conventional electrical generating station was started at a site on the south bank of the Canal in Sandwich. This unit is one of 4 scheduled for installation at this site. Vessels carrying fuel to this installation will range from 26,000 to 46,000 deadweight tons. These vessels will draw 34 to 38 feet and will require depths greater than the 32 foot project depth. In addition, it is believed petroleum shipments from refineries in New Jersey and Pennsylvania may take advantage of the shorter sailing distance of about 90 miles via the Canal. Larger coal carriers from Norfolk, Va., would also benefit by a deepened canal.

Reactivation of this study is dependent upon allotment of funds. It is estimated it would cost $20,000 to update and complete this study. Budget estimates for FY 1967 are now in preparation. Careful consideration is being given to resumption of this study, consistent with current budgetary objectives and the needs of others worthy projects throughout New England.

Rehabilitation of the Bourne Bridge was 92 percent complete on 31 August 1965. On 13 September, two lanes were closed in order to resume work on the deck. The bridge will be completely closed on Monday, 18 October 1965 and remain closed until Friday, 29 October 1965, in order to complete paving of the deck. Scheduled completion of contract is 12 November 1965.

CWP1.2.12

The Sagamore Bridge is essentially complete. Work remaining consists of reviewing safety platforms, handrails, scuppers and other incidentals.

A third highway bridge has been the subject of several inquiries over the years. Traffic congestion on Sagamore Bridge during the peak summer months is very severe on weekends of July and August. In response to inquiries made in 1961, a brief analysis was made of vehicle load based upon traffic count data furnished by the Massachusetts Department of Public Works. In August 1965 we made a similar analysis based upon latest (1964) traffic counts. In both instances the results indicate that while peaks occur at certain summer weekend hours and cause congestion at the Sagamore Bridge, the average daily density of vehicular flow is considerably less than the total capacity of both bridges. When peak traffic is proceeding over the Sagamore Bridge, the flow over Bourne Bridge is only about half its rated capacity.

The Massachusetts DPW is considering modifications to bridge approaches and better utilization of existing bridges through highway planning and traffic control. We have suggested to the Commonwealth that reallocation of bridge traffic lanes to provide greater capacity in direction of peak flow may ease congestion. Increasing bridge widths has been investigated and found unfeasible structurally. Overall highway planning is a function of the Commonwealth of Massachusetts. We have urged them to initiate an engineering study of the further highway needs of the region. This would include a full investigation of the possible alternatives to a third bridge which we have mentioned.

The contract for construction of thepublic marina at the head of the East Boat Basin has been awarded by the Commonwealth of Massachusetts to the Melville Construction Company at a bid price of $187,595. Construction started 13 October 1965, and is required to be completed by the end of June 1966.

CWP 1.2.13

Additional data - Cape Cod Canal. 13 December 1965

Bourne Bridge - Rehabilitation is essentially complete. The remaining work consists of debris cleanup and incidental painting underneath the bridge.

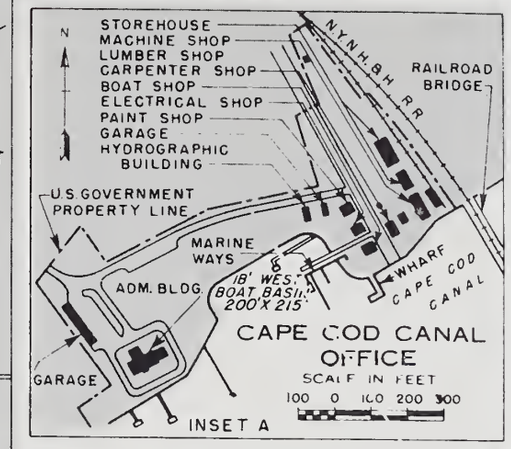
Railroad Bridge - Modification of the two operator's service elevators is in progress. The present contract calls for the erection of inclosures around the two existing elevators. The installation of new elevator units is scheduled for next fiscal year.

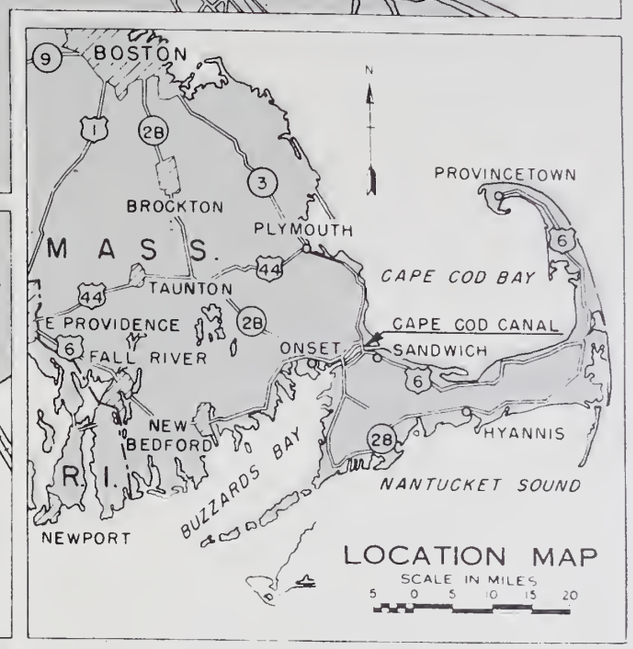
Third Highway Bridge - We have informed the Massachusetts DPW by letter dated 22 November 1965 that General Cassidy has expressed his considered opinion, after careful study of the franchise to the original canal company, that there is no Corps responsibility for the construction of a new bridge across the Canal.

2 Map Incl.

2B3

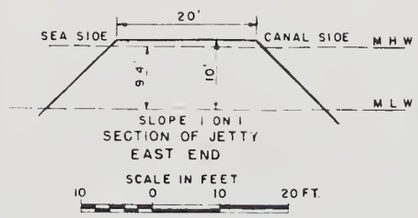
91/1

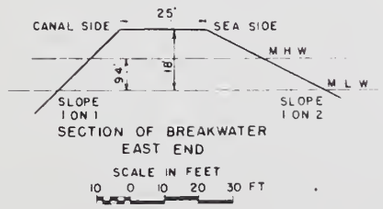




BRIDGE CLEARANCES

NYNH&HRR BRIDGE (VERTICAL LIFT)
Hor 500 ft
Vert 135 ft MHW
BOURNE BRIDGE (FIXED)
Hor 500 ft
Vert 135 ft MHW
SAGAMORE BRIDGE (FIXED)
Hor 500 ft
Vert 135 ft MHW





CAPE COD CANAL, MASS.

30 JUNE 1963

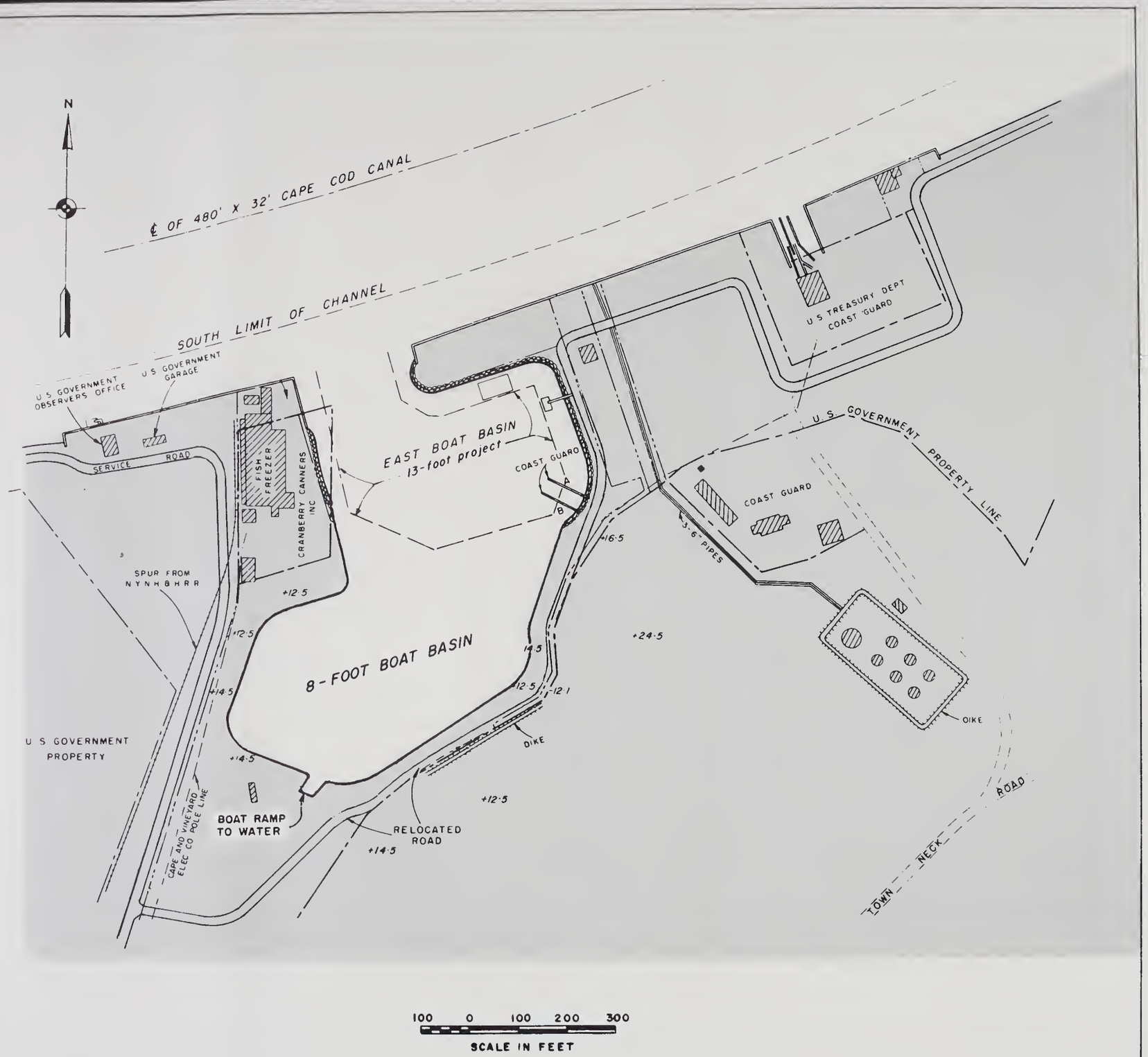
IN 2 SHEETS

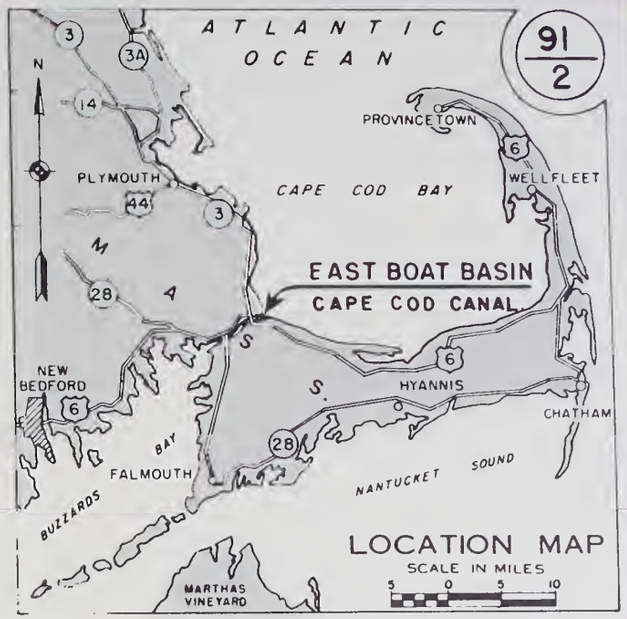
SHEET 1

SCALE IN FEET
3000 0 3000 6000 9000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

2B4





EAST BOAT BASIN
CAPE COD CANAL, MASS.

30 JUNE 1963

IN 2 SHEETS SHEET 2

U. S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

2B5

CWP 1.2.14

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
RED BROOK HARBOR, BOURNE, MASS.

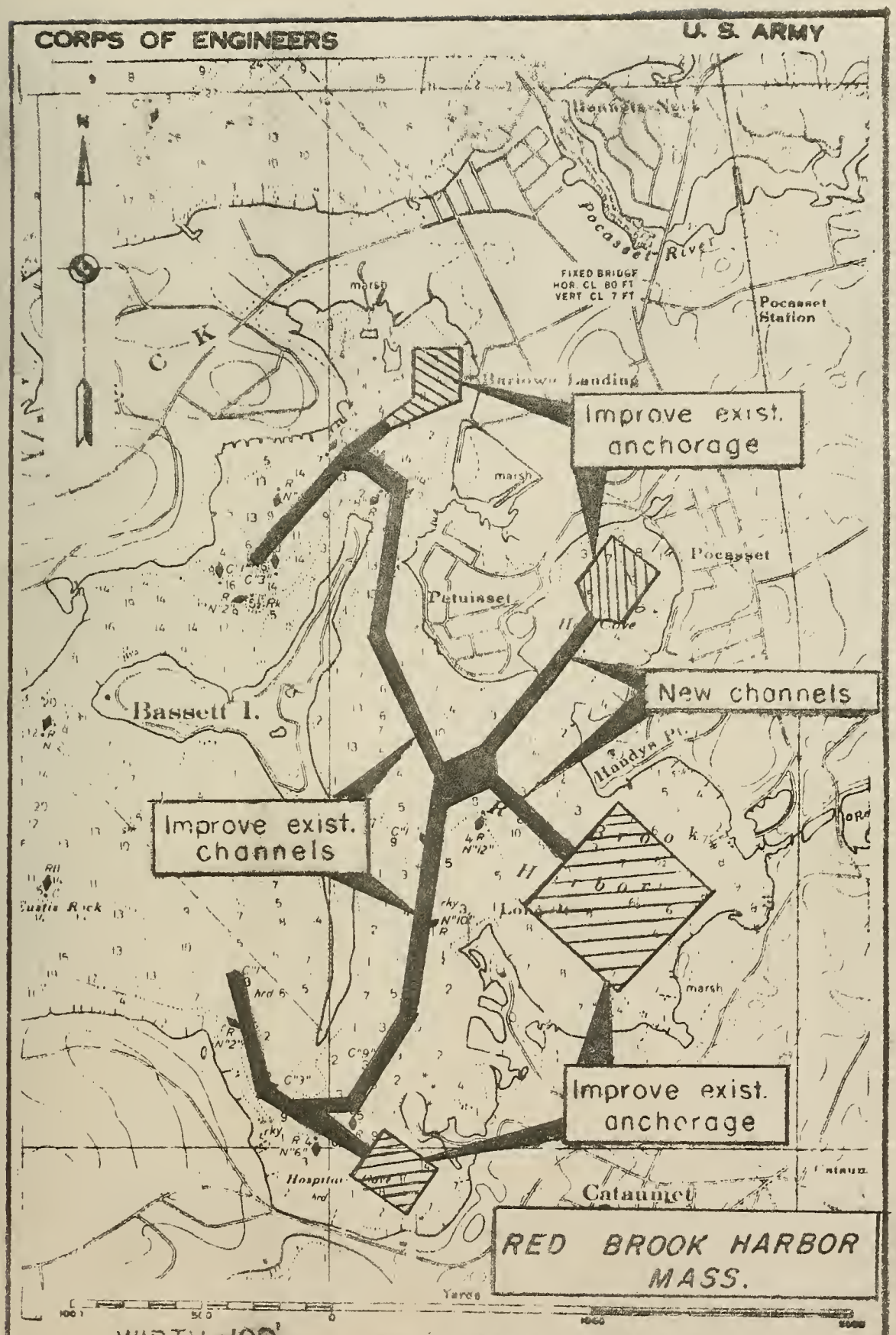
There is no Federal project at Red Brook Harbor, the largest of four coves at the head of Pocasset Harbor, along the east shore of Buzzards Bay. A reconnaissance investigation was initiated in June 1965, under the authority of Section 107 of the 1960 River and Harbor Act, in response to a formal request by the Shore and Harbor Committee of the Town of Bourne. A public hearing was held at Bourne on 26 August 1965. Local interests desire improvement of the 8-foot State channel around the southern end of Bassett Island, which lies generally west of the four coves, deepening of the natural channel around the northern end of Bassett Island, anchorage improvements in the four coves, and jetty and breakwater improvements. A reconnaissance report is in preparation on the need for making a detailed project investigation.

Additional Data 13 December 1965

Further work is dependent on receipt of additional comments from the Town concerning ability and willingness to meet certain requirements of local cooperation, including a cash contribution. The Harbor Committee plans to meet with the Selectmen and other Town Boards to determine a consensus of opinion on Town participation.

Incl.

CWP 1.2.17



IMPROVEMENTS UNDER
CONSIDERATION

2C2

CWP1.2.12

BREWSTER

The Pleasant Bay study is discussed on page 4B under Chatham.

CWP 1.2.19

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
CHATHAM (STAGE) HARBOR, MASS.

The first phase of maintenance work on the above navigation project was completed on 21 July 1965. The work consisted of the relocation of a section of the entrance channel through Harding Beach, the construction of a sand dike about 2,500 feet long between the southern tip of Harding Beach and Morris Island, the construction of a timber pile jetty about 1500 feet long southeast of the sand dike to deflect the currents, and the construction of a stone jetty about 200 feet long at the southwest corner of the channel through Harding Beach.

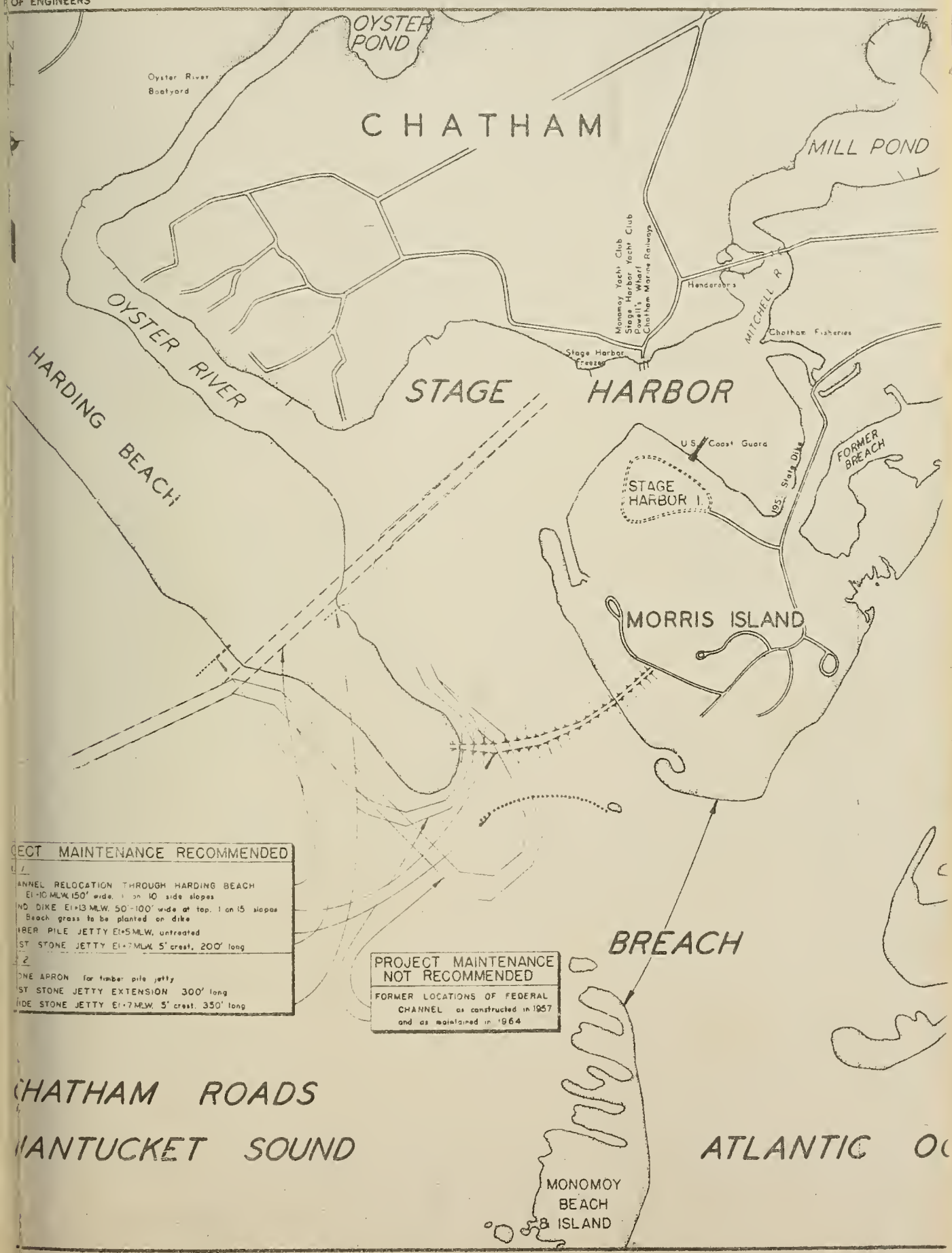
The second phase of maintenance work, to be undertaken if the need arises, consists of a 300 foot extension of the above stone jetty, the construction of a 350 foot stone jetty at the northeast corner of the channel through Harding Beach, and a stone apron along the timber pile jetty. The estimated cost of this work is $70,000. At this time it is not evident that this additional work is necessary. However, should the need become evident, funding for such work will be requested.

Additional Data 13 December 1965

Kidd Construction Company, subcontractor on the present maintenance work is scheduled to return on 27 December 1965 to correct deficient work on the timber pile jetty.

CWP 1.2.2a

OF ENGINEERS



4A2

15 October 1965 CWP 1.2.31

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
PLEASANT BAY (CHATHAM, HARWICH & ORLEANS) MASS.

There has not been any specific new information developed since 31 August 1965 other than the collection of basic engineering data necessary for the study. A survey made by this office on 24 August shows that the effective depth of the entrance channel, to Pleasant Bay and across the so-called Chatham Bars, is about 4 feet below mean low water. As the tide range is about 6.5 feet, the channel depth at high tide is about 10.5 feet.

A brief summation of the Corps position on this study follows:

1. The navigation and allied problems in this location are extremely complex. A sound engineering judgement as to what would constitute effective and lasting remedies to the many problems requires the collection of a great deal of basic engineering data. This office is proceeding with diligence and all possible speed with the collection of such data. We believe that any quick adoption of a remedial plan, made without the benefit of as complete knowledge as can be obtained of the natural forces acting at this location, could possibly result in construction that would worsen the situation instead of alleviating it.

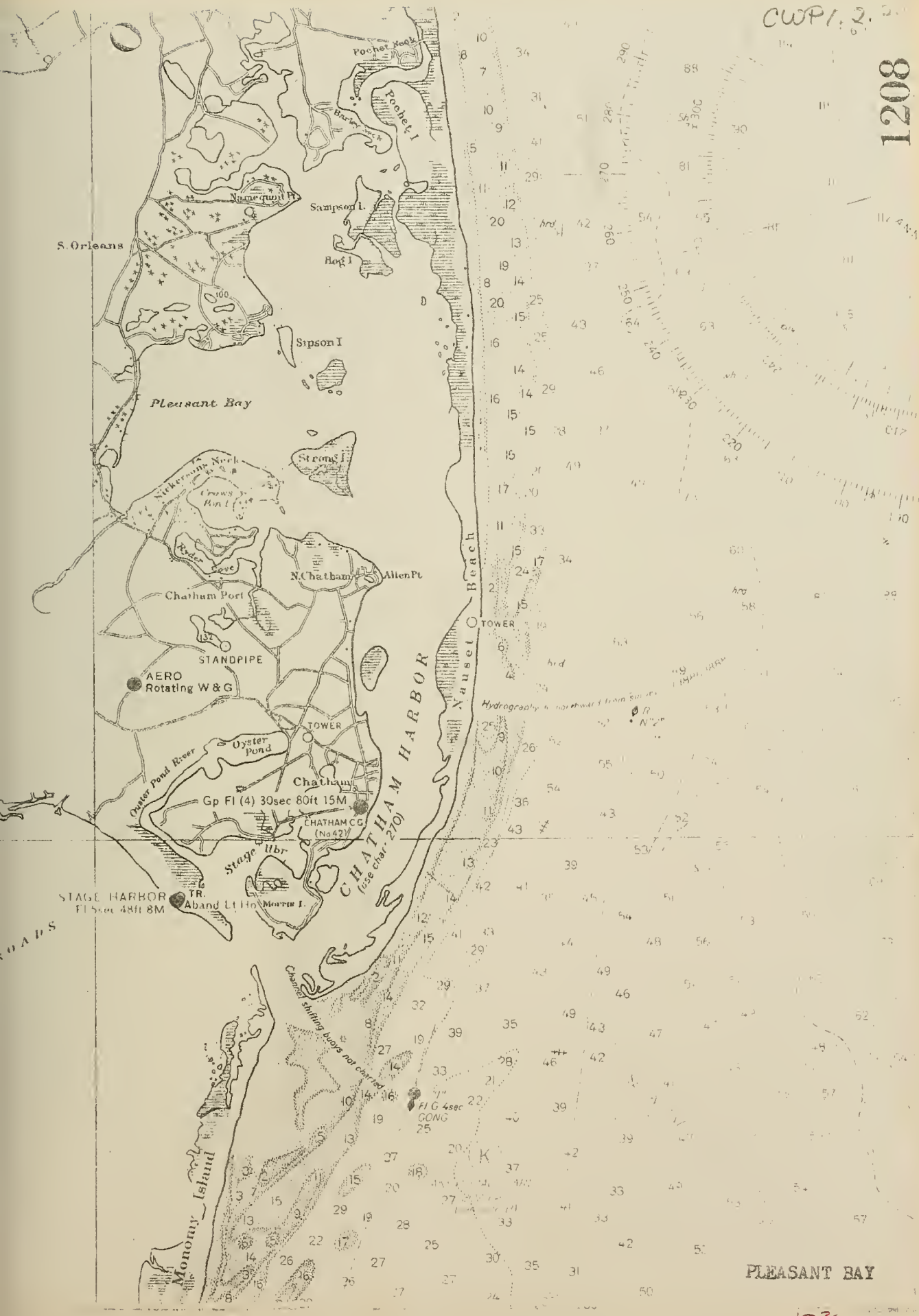
2. The proposed schedule on this study and report follows:

Sept. '65 - Mar. '66 - Collection of basic engineering data.
Jan. '66 - Oct. '66 - Design of alternative plans, collection and evaluation of economic data.
Oct. '66 - Mar. '67 - Evaluation of alternative plans and review with local interests.

Map Incl.

CWP 1.2.

1208



4B2

15 October 1965 CWP1.2.2

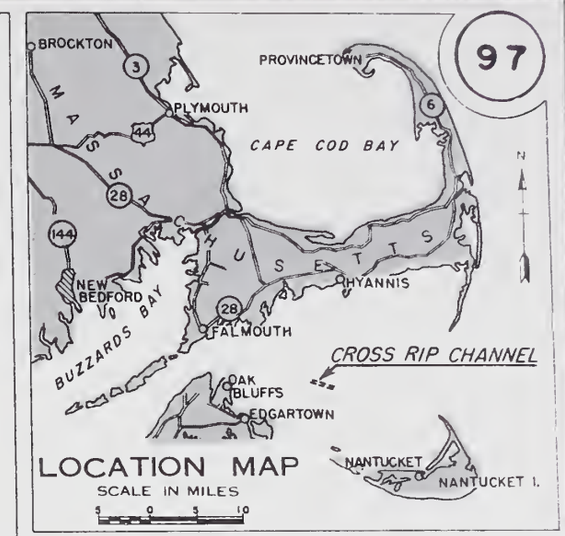
STATUS REPORT FOR CONGRESSMAN HASTINGS KEITH ON POLLOCK RIP AND CROSS RIP SHOALS

The Pollock Rip Shoals project, completed in 1925, provides for a channel 30 feet deep, 2,000 feet wide and 6 miles long, about 2 miles east of Monomoy Point. The last condition survey was completed in 1957. A survey of present conditions is tentatively scheduled to be made this fiscal year.

The Cross Rip Shoals project, completed in 1931, provides for a channel 30 feet deep, 400 feet wide and 1.7 miles long, between Halfmoon and Cross Rip Shoals in the central part of Nantucket Sound. The last condition survey was made in 1963-64. No maintenance work is planned at this time.

There are no new studies, investigations or project reviews under consideration.

2 Map Incls.



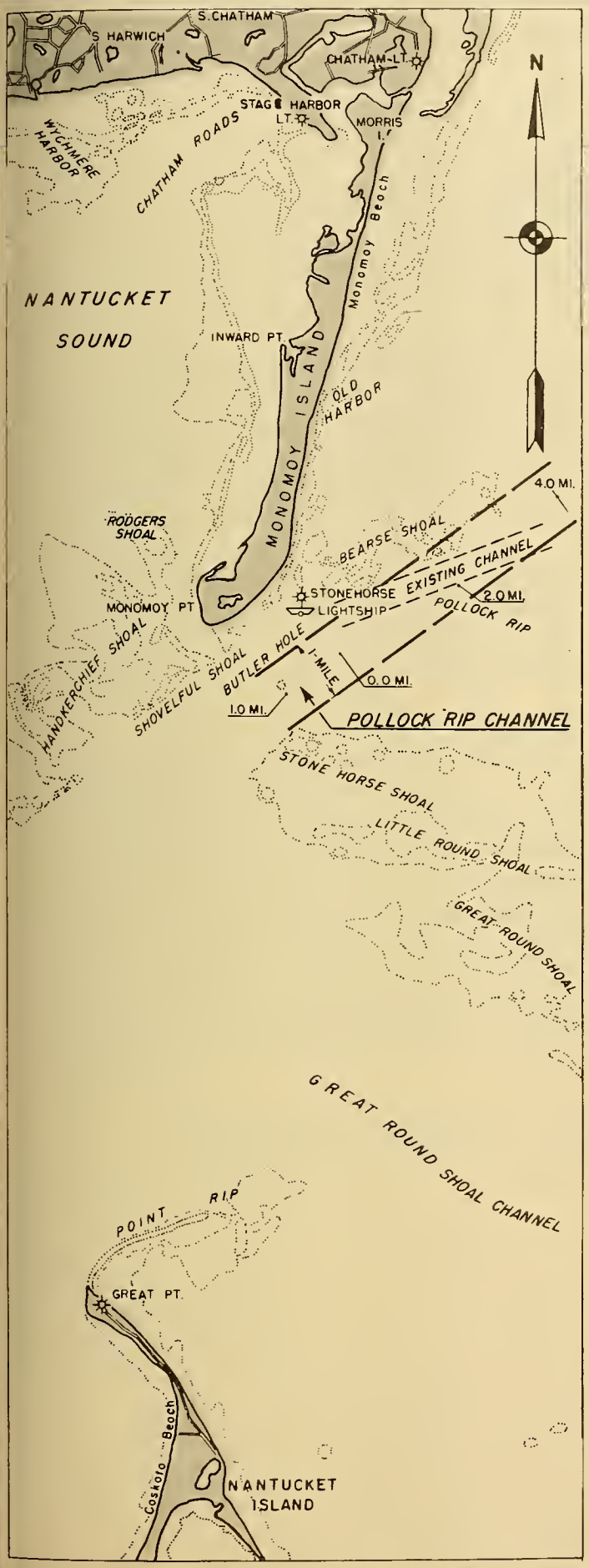
CROSS RIP SHOALS
NANTUCKET SOUND, MASS.

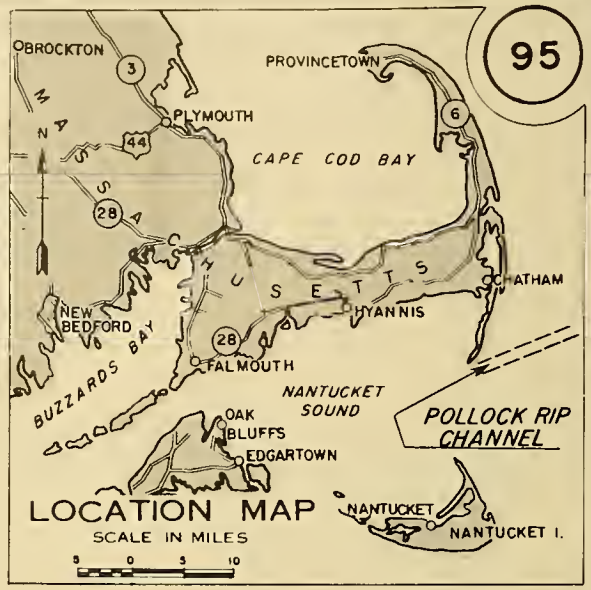
30 JUNE 1963

IN 1 SHEET — SCALE IN FEET
10,000 0 10,000 20,000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

4C²





POLLOCK RIP SHOALS
NANTUCKET SOUND, MASS.

30 JUNE 1963

IN 1 SHEET

SCALE IN FEET

10,000 0 10,000 20,000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

15 October 1965 CWP/.2.

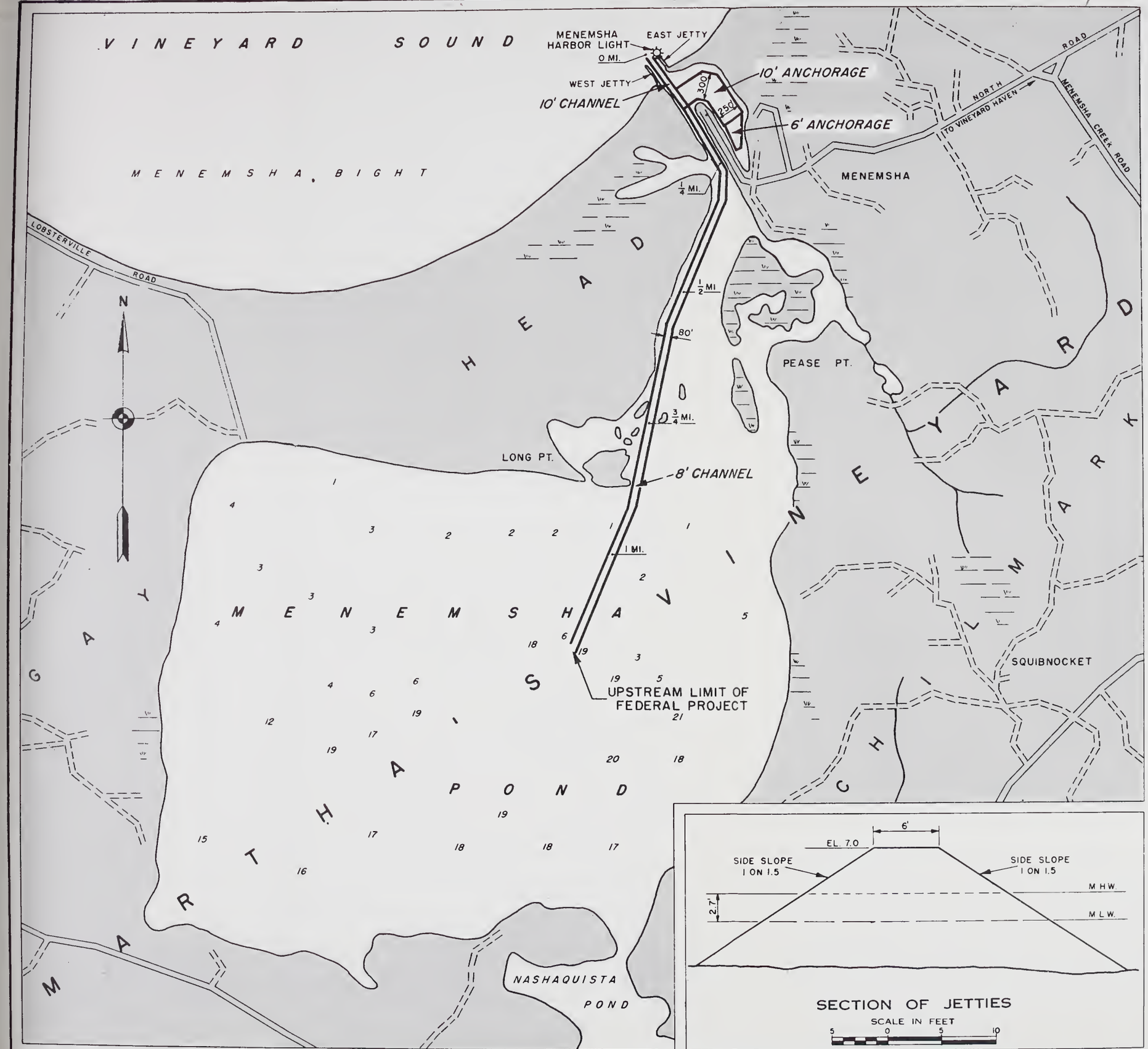
STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
MENEMSHA CREEK, MASS.

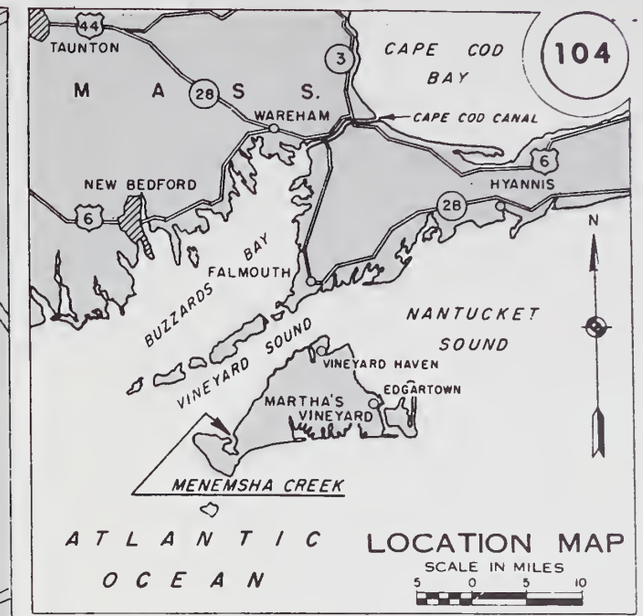
The existing Federal project provides for a channel 10 feet deep, 80 feet wide between the entrance jetties, leading to a 10-foot anchorage thence 8 feet deep, 80 feet wide through Menemsha Creek to deep water in Menemsha Pond, a distance of about 1.1 miles. The project also includes a 6-foot anchorage adjacent to the 10 foot anchorage and maintenance of the two riprap jetties, each about 250 feet long, at the entrance. The project was adopted in 1945 and completed in 1950. The channel has been maintained periodically by the Federal Government, the latest maintenance dredging being done in September 1965. The results of this after dredging survey will be made available to local officials and navigation interests very shortly.

In connection with this recent maintenance dredging, there has been some protest by a Mr. Bruce Blackwell, Executive Director, Vineyard Conservation Society, concerning the disposal of the dredged material and its effect on the marsh grass. An inspection was made by interested parties of the spoil areas and some runoff had covered a minor amount of marsh grass near the West Basin. Also it was discovered that light encroachment had taken place on private property abutting the last spoil area near Menemsha Pond. The U. S. Fish and Wildlife Service inspected the area as a result of Mr. Blackwell's complaint and report that use of spoil areas outside those indicated on project plans did not result in significant permanent loss of wetland habitat.

There are no new studies, investigations or project reviews under consideration.

Map Incl.





MENEMSHA CREEK
MARTHA'S VINEYARD, MASS.

30 JUNE 1964

IN 1 SHEET

SCALE IN FEET
500 0 500 1000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

CWP 1.2.5

15 October 1965

STATUS REPORT FOR CONGRESSMAN HASTINGS KEITH ON COHASSET HARBOR, MASS.

Study Authorization: Authorized by Chief of Engineers on 3 April 1963 under general authority of Section 107 of 1960 River and Harbor Act.

Status of Study: The study has been completed, and a project recommended and authorized. The project was authorized 12 October 1965, and a notification on that date has been sent to Senator Saltonstall, Senator Edward M. Kennedy, and yourself. An allotment of $8,000 has been received for pre-construction engineering to be undertaken now that the project is authorized. The project will take its place on the backlog of approved Section 107 projects ready for construction.

The project provides for the following:

PERTINENT DATA

1. Purpose: Expansion of existing anchorage facilities in Cohasset Harbor, Massachusetts to reduce crowding of moored craft, reduce delays and permit increased harbor use.

2. Existing Project: The existing Federal project for Cohasset Harbor, adopted by the River and Harbor Act of 2 March 1945, provides for an entrance channel 8 feet deep, 90 feet wide from the outer harbor to anchorage area of 18 acres, 7 feet deep in the inner harbor. The anchorage area is protected by a breakwater constructed by the Commonwealth of Massachusetts. The existing project was completed in 1960.

3. Section 107 Improvement: A plan to provide 12.6 acres of anchorage space, 6 feet deep, was found to provide for the existing fleet and permit some expansion of the existing fleet. Facilities required for expansion of the fleet beyond that provided by the recommended project would require local interests to give consideration to marina type facilities. Recommendation is made to modify the existing project to provide 12.6 acres of anchorage area, 6 feet deep as follows:

a. 3.9 acres in Cohasset Cove

CWP1. 2.29

b. 3.3 acres vicinity of Government Island area
c. 5.4 acres in Bailey Creek
(See inclosed map)

4. Estimated Cost:

Federal	$123,000
Local cash contribution	97,000
Total	$220,000

5. Local Cooperation: Construction of the project is subject to the requirements that local interests will:

a. Provide without cost to the United States all necessary lands, easements and rights-of-way needed for construction and maintenance of the project.

b. Hold and save the United States free from damages that may result from construction and maintenance of the project.

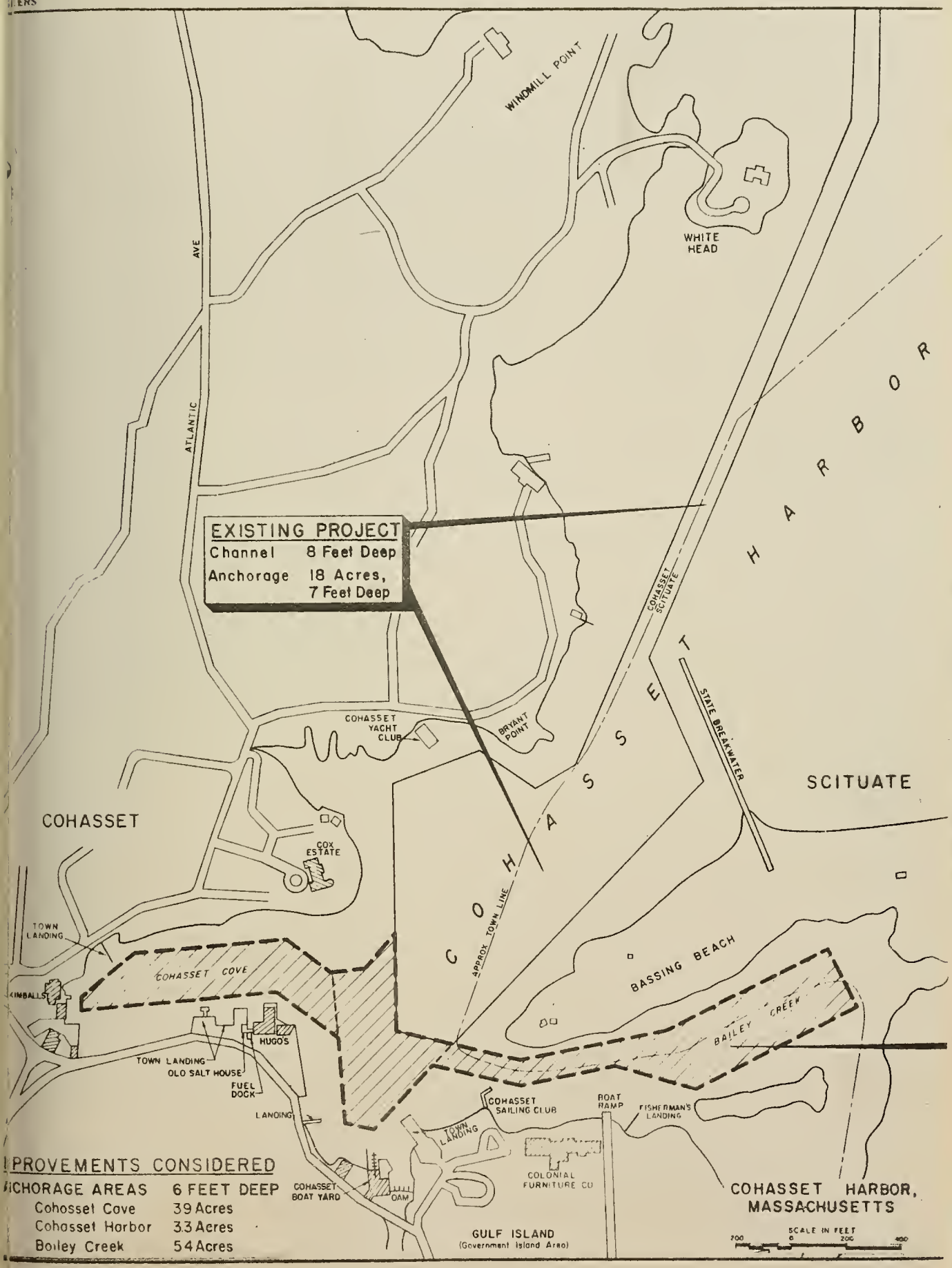
c. Continue to operate and maintain the existing public landings without cost to the United States and open to all on equal terms.

d. Make a cash contribution of 44% of the first cost of the project, presently estimated at $97,000, to be paid in a lump sum prior to initiation of construction, subject to final adjustment after actual costs have been determined.

It is our understanding that the Town of Cohasset has appropriated its share of the project cost. However, we understand that action pending in the General Court of Massachusetts for an appropriation of the Commonwealth's share of the non-Federal cost is very likely to be deferred to next year.

Map Incl.

CWP1.2.3L


WINDMILL POINT
WHITE HEAD
ATLANTIC AVE
EXISTING PROJECT
Channel 8 Feet Deep
Anchorage 18 Acres, 7 Feet Deep
COHASSET SCITUATE
COHASSET HARBOR
STATE BREAKWATER
SCITUATE
COHASSET YACHT CLUB
BRYANT POINT
COHASSET
COX ESTATE
APPROX TOWN LINE
TOWN LANDING
COHASSET COVE
KIMBALLS
BASSING BEACH
BAILEY CREEK
HUGO'S
TOWN LANDING
OLD SALT HOUSE
FUEL DOCK
LANDING
COHASSET SAILING CLUB
BOAT RAMP
FISHERMAN'S LANDING
TOWN LANDING
COLONIAL FURNITURE CO
COHASSET BOAT YARD
DAM
GULF ISLAND
(Government Island Area)
COHASSET HARBOR, MASSACHUSETTS
SCALE IN FEET
200 0 200 400
IMPROVEMENTS CONSIDERED
ANCHORAGE AREAS 6 FEET DEEP
Cohasset Cove 39 Acres
Cohasset Harbor 33 Acres
Bailey Creek 54 Acres

CWP 1.2.31

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
BASS RIVER HARBOR, DENNIS AND YARMOUTH, MASS.

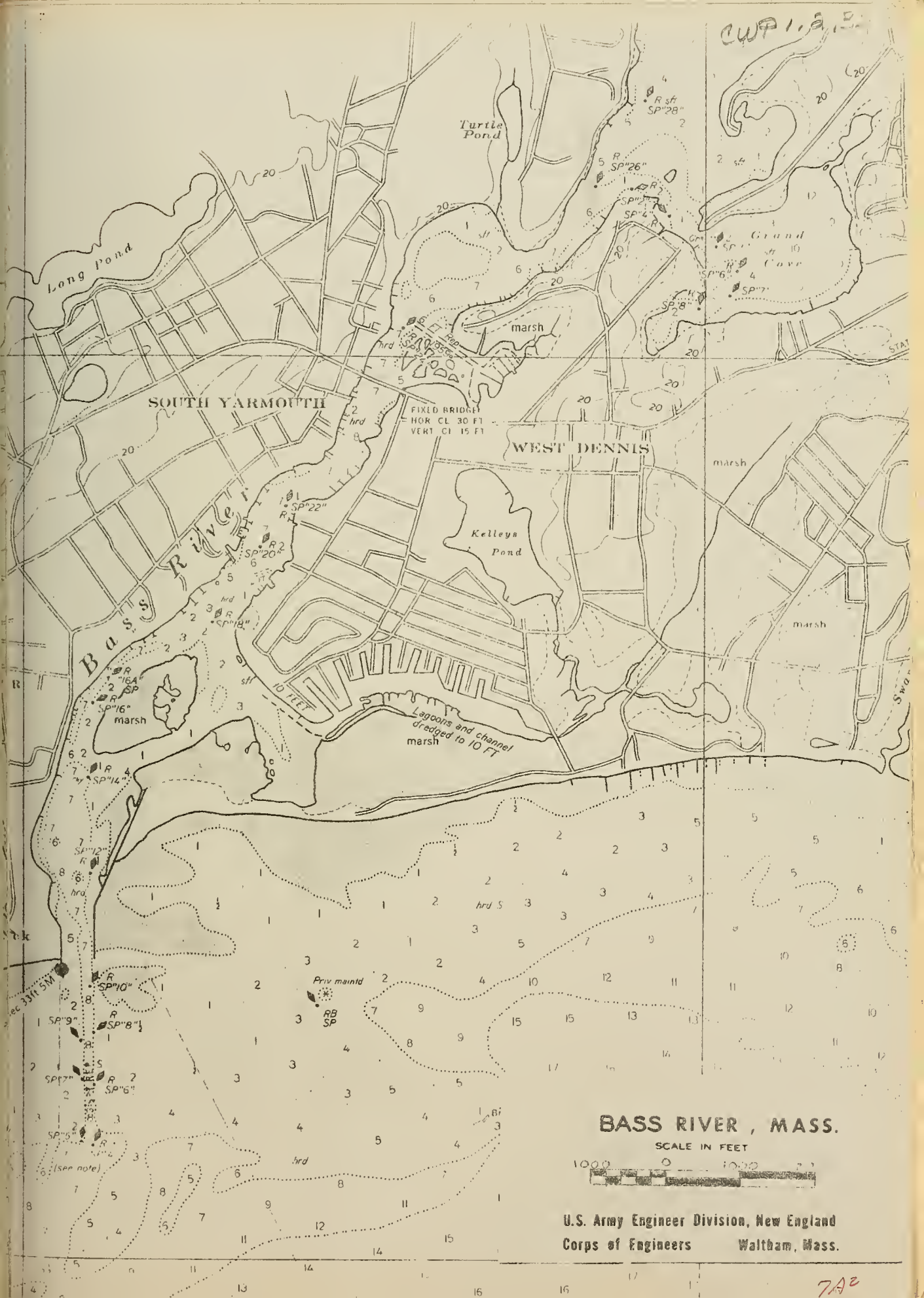
There is no Federal project at Bass River Harbor. The last report, an unpublished report in 1941, was unfavorable to Federal participation in entrance channel, anchorage and jetty extension improvements. A review study was authorized on 21 June 1965 by the House Public Works Committee, but has not been funded.

The State, in conjunction with the Towns of Dennis and Yarmouth, has attempted to maintain a 7-foot channel upstream to the Route 28 bridge by dredging and by jetty work at the river mouth. The channel is reported to have shoaled to depths less than 3 feet. As frequent maintenance has not been fully effective, local interests desire Federal assistance in entrance channel, jetty extension and mooring basin improvements.

Careful consideration will be given to inclusion of funds for this study in our budget estimates for FY 1967, now in preparation, consistent with budgetary objectives and the needs of other worthy studies.

Map incl.

7A


BASS RIVER , MASS.
SCALE IN FEET
U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.
SOUTH YARMOUTH
WEST DENNIS
Long pond
Turtle Pond
Grand Cove
Kelleys Pond
Bass River
FIXED BRIDGE
HOR CL 30 FT
VERT CL 15 FT
marsh
Lagoons and channel dredged to 10 FT
10 FEET
Priv maintd
(see note)

15 October 1965

CWP 1.2.33

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
DUXBURY HARBOR, MASS.

The existing Federal project, adopted in 1945, provides for an entrance channel and 21-acre anchorage, both 8 feet deep. The project was completed by the Corps in 1960, except for a 2-acre area at the east side of the anchorage. This 2-acre section was dredged by the State in June 1965, to complete the requirements of local cooperation.

Local officials have indicated a need for maintenance dredging. A condition survey will be made this fall to determine the extent of shoaling. If maintenance is required and justifiable, maintenance funds will be requested in future budgetary requests.

Members of the Waterfront Committee indicated at our Waltham office in 1963 that there is need for breakwater protection and for parking and boat slip facilities. They indicated interest in requesting a Section 107 study, following completion of the existing project work.

There are no other new studies, investigations or project reviews under consideration.

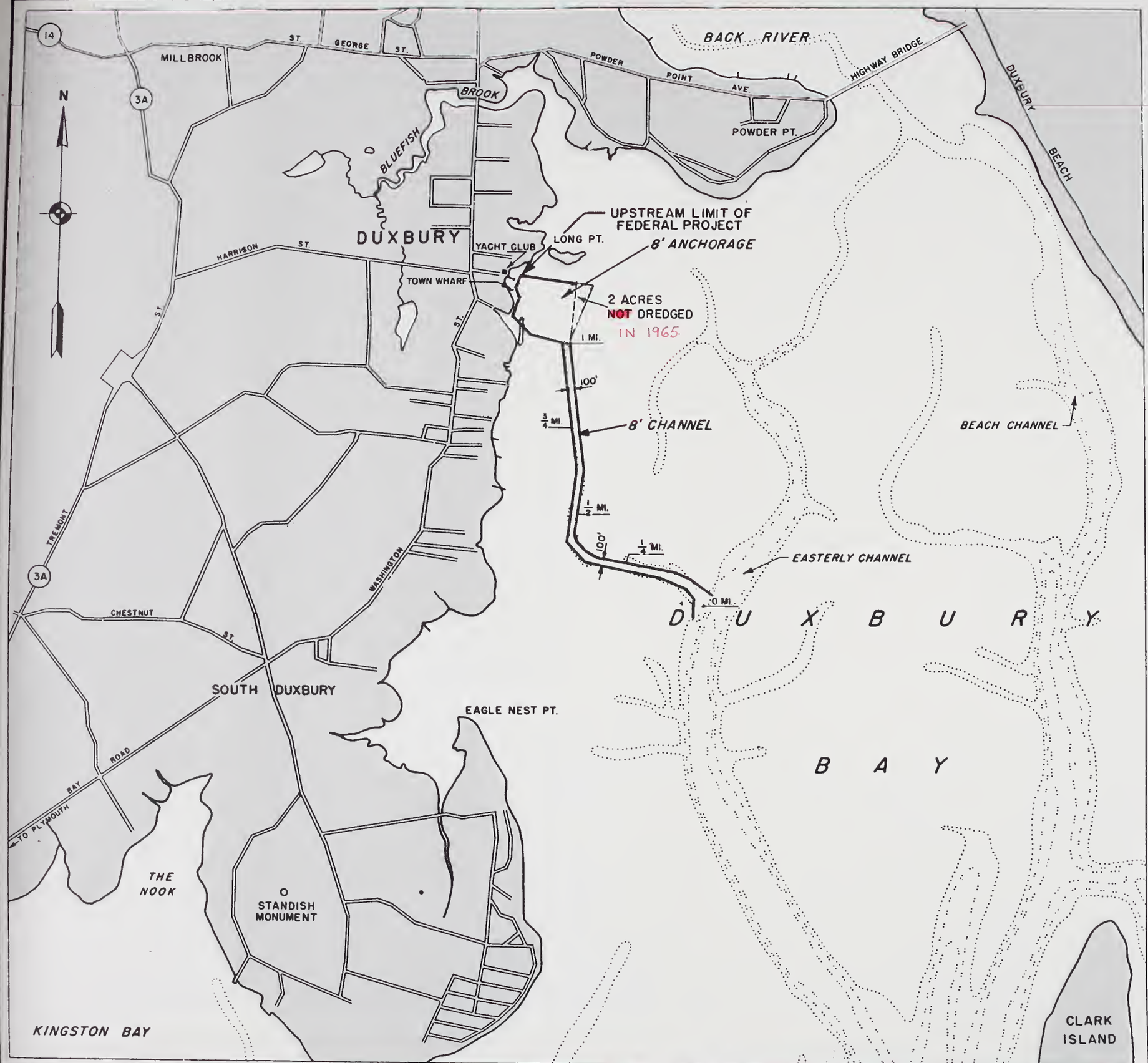
Additional Data

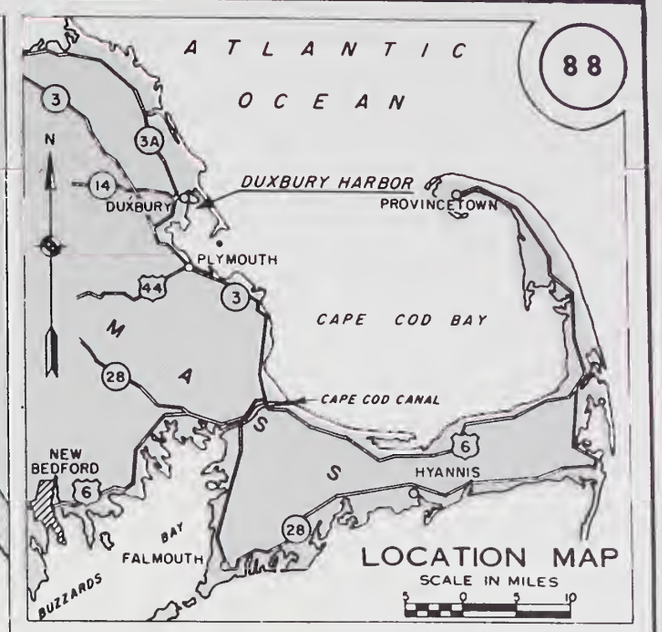
13 December 1965

The condition survey is scheduled to be made in late December 1965.

Map Incl.

CWP1. 2. 34





DUXBURY HARBOR MASSACHUSETTS

30 JUNE 1964

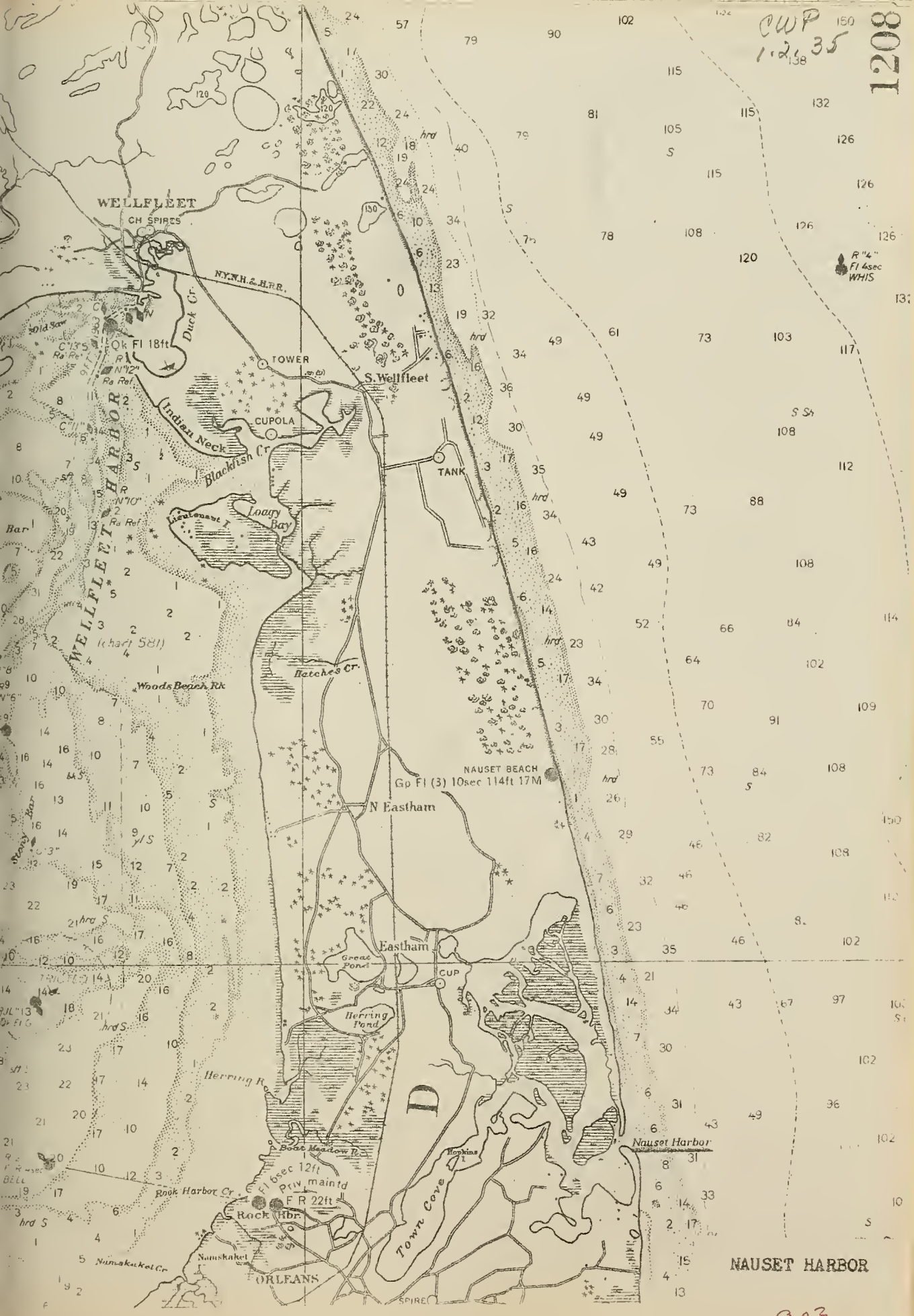
IN 1 SHEET

SCALE IN FEET

1000 0 1000 2000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

8A2



CWP 1.21.35
1208
9A2

15 October 1965

CWP 1.2.36

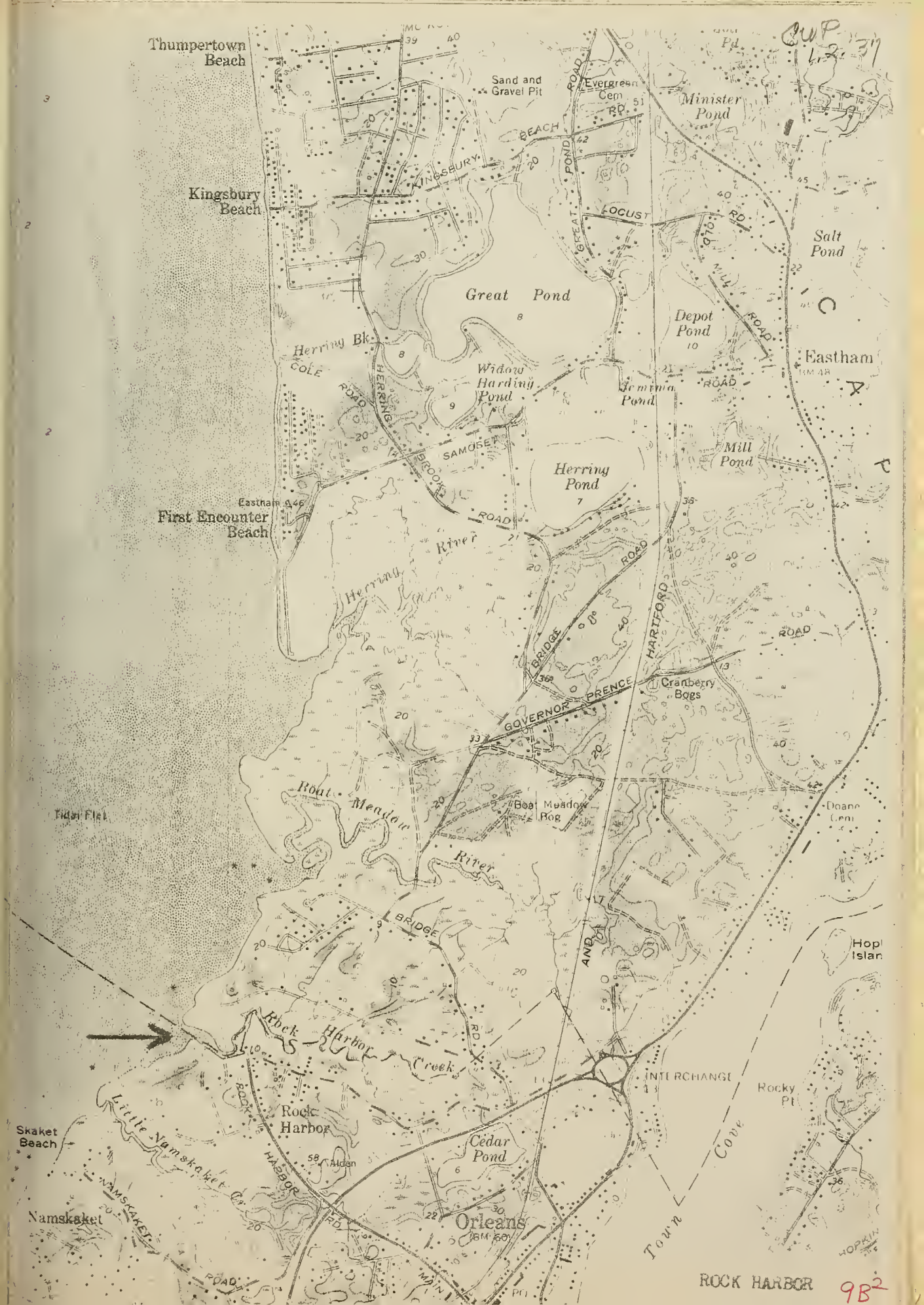
STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
ROCK HARBOR, ORLEANS - EASTHAM, MASS.

There is no Federal project at Rock Harbor. Two unpublished preliminary reports were made in 1936 and 1940, but both were unfavorable to Federal participation in desired channel or jetty improvements. A review study was authorized by the House Public Works Committee in 1959, but has not been funded. Careful consideration will be given to inclusion of funds for this study in our budget estimates, consistent with budgetary objectives and the needs of other worthy studies.

The State, in conjunction with the Towns of Orleans and Eastham, have improved the harbor, beginning in 1908, by dredging a 3-foot deep entrance channel and small anchorage in Rock Creek and by construction of a small jetty, a launching ramp and a Town wharf along the lower end of Rock Creek in Orleans. Additional widening of the anchorage basin was completed by the State in the summer of 1964, with both Towns sharing in the project cost.

During the prehearing conference on Pleasant Bay in August 1964, the Selectmen of Orleans and Eastham discussed the improvements desired at Rock Harbor. Local interests desire deepening of the entrance channel and anchorage to 6 feet and construction of rock jetties to protect the entrance channel and shoreline. Orleans interests indicated that they prefer implementation of navigation improvements in the following order: Pleasant Bay, Nauset Harbor and Rock Harbor.

Budget estimates for Fiscal Year 1967 are now in preparation. Careful consideration is being given to initiation of this study, consistent with current budgetary objectives and the needs of other worthy projects throughout New England.


Thumpertown Beach
Sand and Gravel Pit
Evergreen Cem
Minister Pond
Kingsbury Beach
KINGSBURY
BEACH
POND
GREAT
LOCUST
RD
Salt Pond
Great Pond
Depot Pond
MILL
ROAD
Eastham
Herring Bk
COLE
HERRING
BROOK
Widow Harding Pond
Jemima Pond
SAMOSET
Mill Pond
Herring Pond
Eastham
First Encounter Beach
River
Herring
BRIDGE
HARTFORD
Cranberry Bogs
GOVERNOR
PRENCE
Boat Meadow
Boat Meadow Bog
Doane Cem
River
BRIDGE
AND
Hopkins Island
Rock Harbor Creek
INTERCHANGE
Rocky Pt
Skaket Beach
Little Namskaket Cr
Rock Harbor
HARBOR
Alden
Cedar Pond
Namskaket
NAMSKAKET
Orleans
Town Cove
HOPKINS
ROCK HARBOR
9B2

CWP
1.2.32

Status Report
for
Congressman Hastings Keith
on

Thumpertown Beach, Eastham

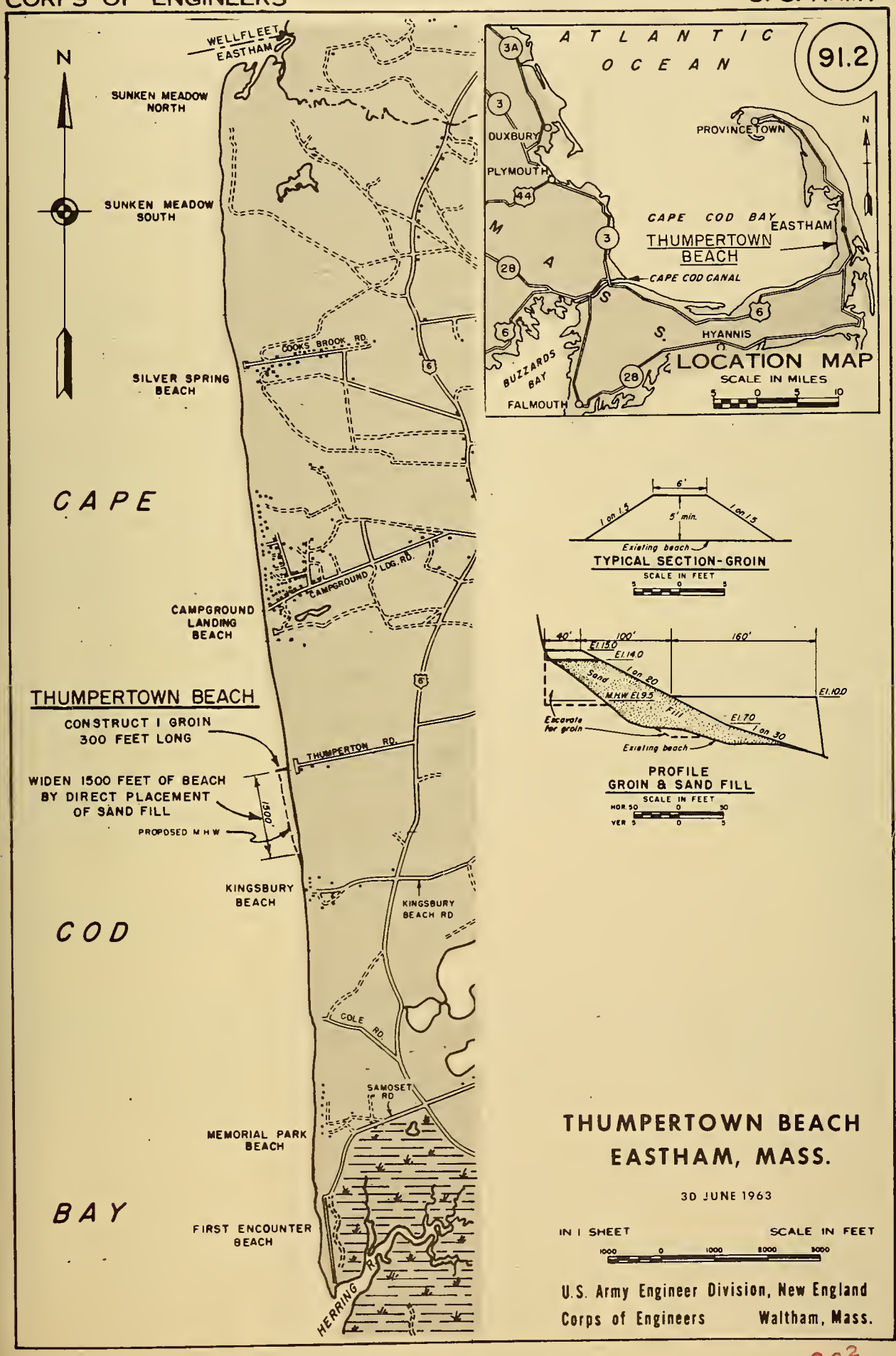
The beach erosion control project for Thumpertown Beach, Eastham, authorized in 1960, consists of widening approximately 1,500 feet of beach to a 125-foot width by direct placement of suitable sand fill and construction of one groin about 300 feet long.

The project is presently estimated to cost $82,000, to be shared equally by the Federal Government and non-Federal interests.

There is no indication that the Commonwealth contemplates construction of this project in the near future.

Map Incl

CWP 1.2.39



THUMPERTOWN BEACH
EASTHAM, MASS.

30 JUNE 1963

IN 1 SHEET SCALE IN FEET

1000 0 1000 2000 3000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

9C2

15 October 1965 CWPr.2.40

STATUS REPORT FOR
CONGRESSMAN HASINGS KEITH
ON
EDGARTOWN HARBOR, MASS.

Authority: Senate Resolution adopted 23 February 1960.

Total Estimated Cost: $26,000. Completely funded.

The chief navigational difficulty in this harbor lies in excessive tidal currents, caused by differences in tidal conditions on both ends of the waterway. At the present time, 2 plans of improvement are being considered. The first would consist of a sand barrier across the head of Katama Bay to reduce currents to a minimum. The second plan would consist of constructing a sand barrier along the entire length of the breached sand spit at Norton Point, and closing the existing breach at the mouth of Katama Bay.

Both of the plans would have essentially the same effects on the navigation aspects of the harbor. However, the U. S. Fish and Wildlife Service has noted that the inner barrier would destroy some natural shellfish habitat, while the outer barrier would serve to enhance such habitat in the southerly part of Katama Bay. The Service is studying this phase of improvement and will report shortly on it. After receipt of the information and evaluation of it has been made, the report will be completed and forwarded to Washington.

Additional Data

13 December 1965

A meeting was held with representatives of the Fish and Wildlife Service on 2 December 1965 to discuss the effects of the inner barrier proposal on shellfish habitat. Another meeting has been proposed for late December or early January. It is anticipated that their report will be received shortly after the proposed meeting.

2 Map Incls

103

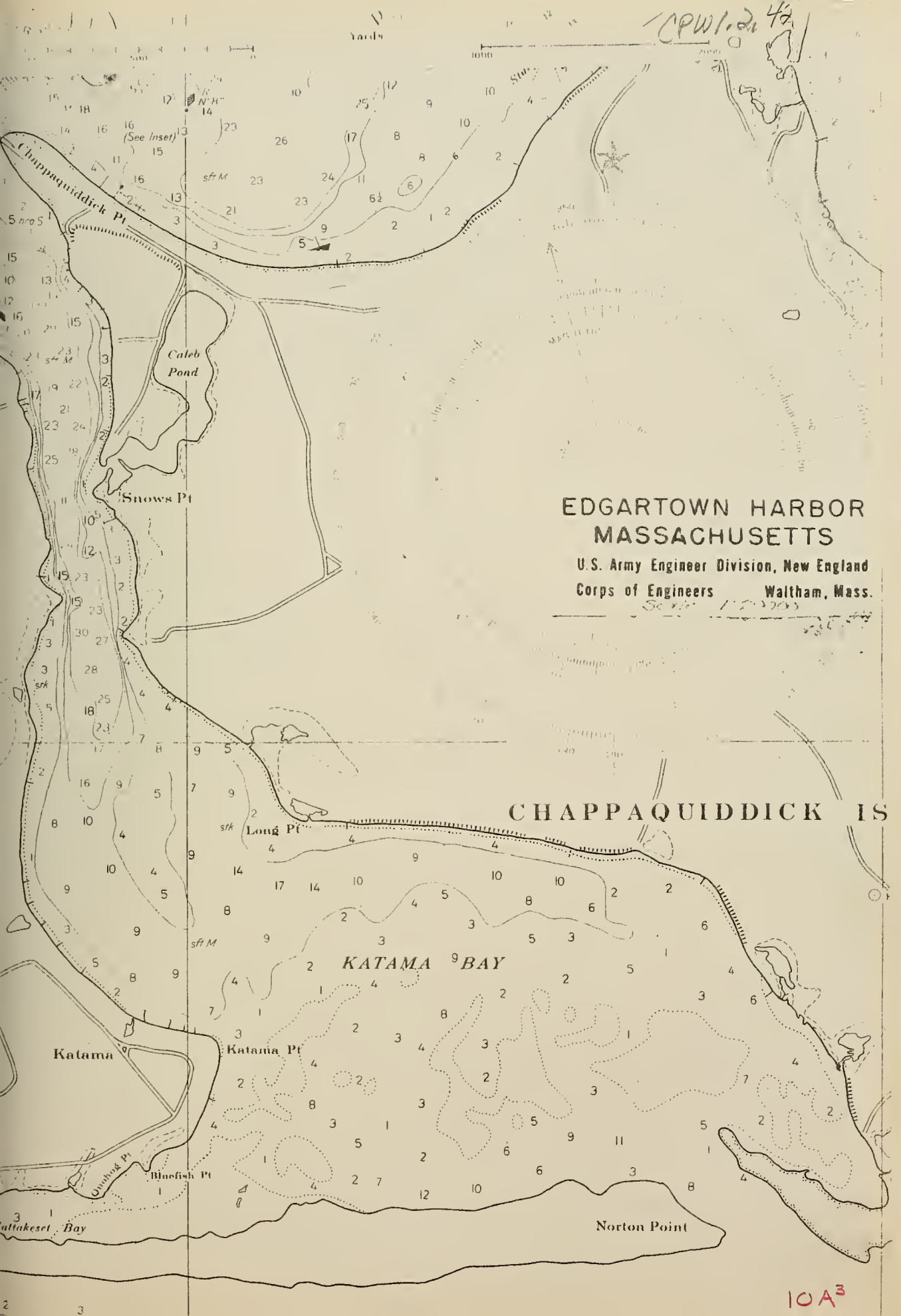
EDGARTOWN HARBOR MASSACHUSETTS

30 JUNE 1963

IN 1 SHEET

1000 0 1000 2000 3000 FT

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.


EDGARTOWN HARBOR
MASSACHUSETTS
U.S. Army Engineer Division, New England
Corps of Engineers
Waltham, Mass.
CHAPPAQUIDDICK IS
KATAMA BAY
Chappaquiddick Pt
Caleb Pond
Snows Pt
Long Pt
Katama
Katama Pt
Quohog Pt
Bluefish Pt
Norton Point
Yards
(See Inset)
sft M
stk

CPW 1.2.43

FAIRHAVEN

The New Bedford - Fairhaven hurricane flood protection project and the New Bedford - Fairhaven Harbor navigation study are discussed on page 23B under New Bedford.

15 October 1965 CPW 1.2.44

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
EEL POND (MENAUHANT) FALMOUTH, MASS.

Study Authorization: River and Harbor Act of 1960 (Public Law 86-645)

Estimated Cost: $21,000

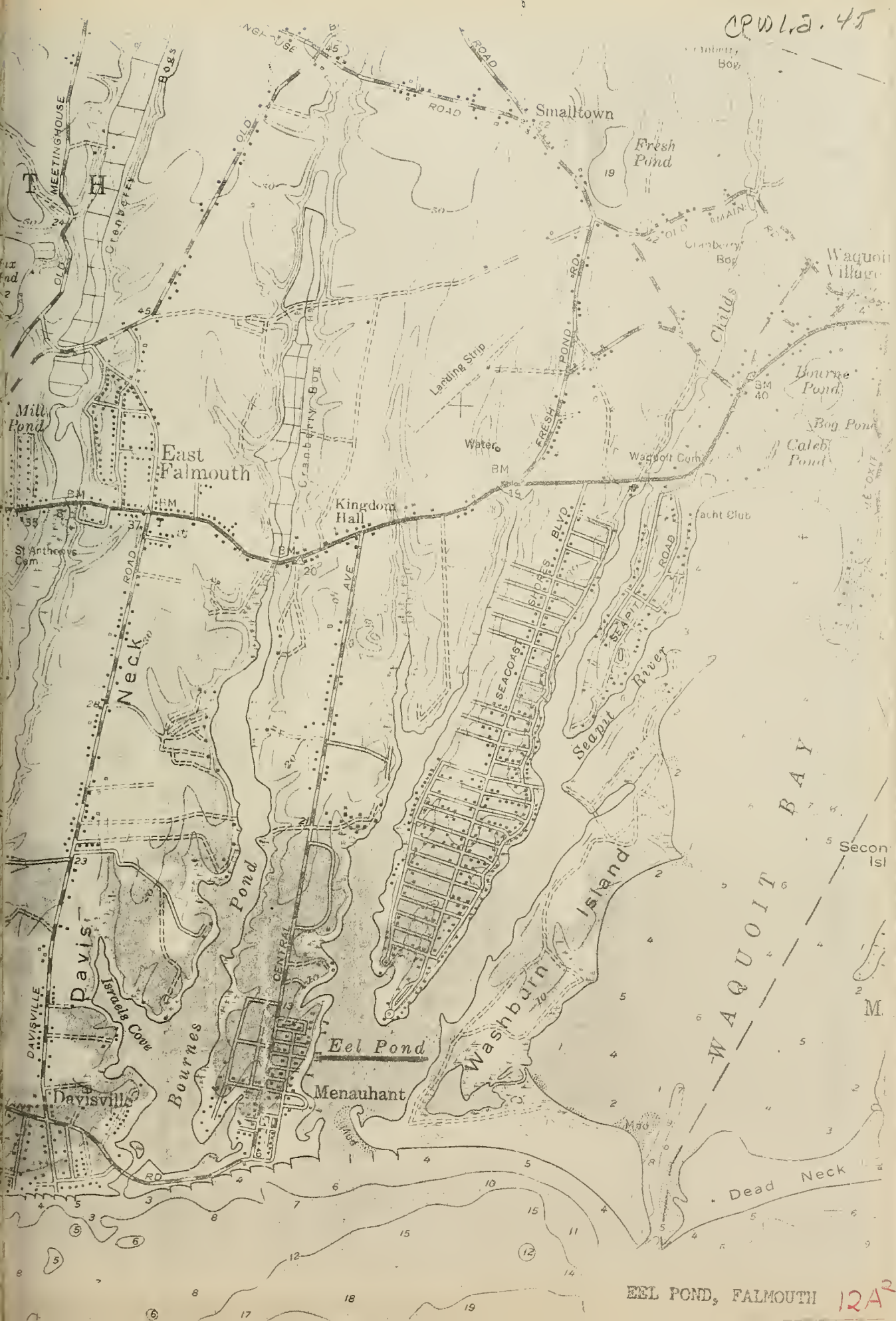
Purpose: To determine the need and justification of providing an anchorage and protected entrance channel at Eel Pond, (Menauhant) Falmouth, Massachusetts.

Status: Initiation of study dependent on appropriation of funds.

Budget estimates for Fiscal Year 1967 are now in preparation. Careful consideration is being given to including funds to initiate this study, consistent with budgetary objectives and the needs of other worthy projects throughout New England.

12A

CPWL.a. 45



EEL POND, FALMOUTH 12A²

CPW 1.2.46

STATUS REPORT FOR CONGRESSMAN HASTINGS KEITH ON FALMOUTH HARBOR, FALMOUTH, MASS.

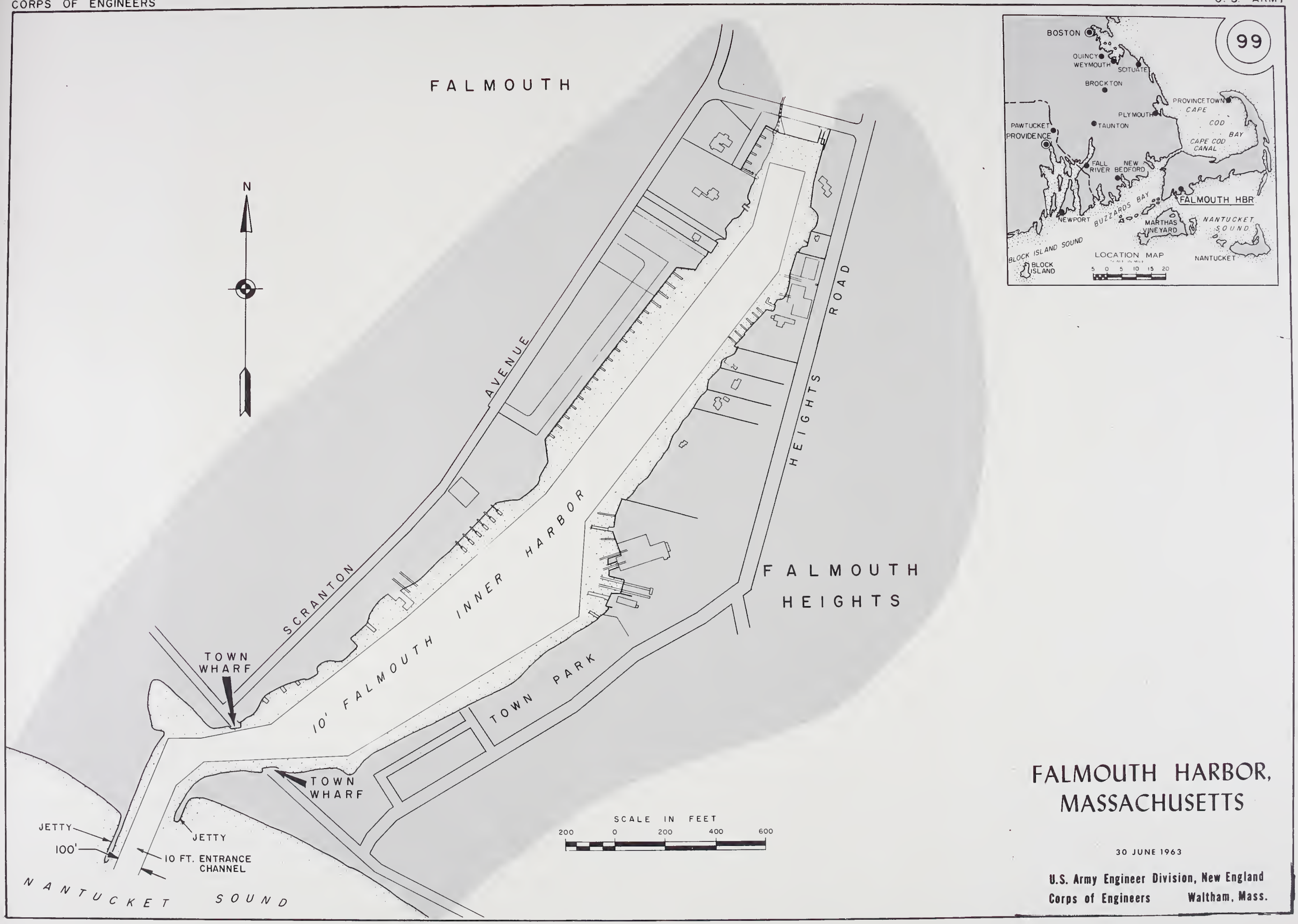
Project Authorization: River and Harbor Act of 1960 (Public Law 86-645)

Description of Improvement: Provides for an entrance channel 10 feet deep and 100 feet wide between the jetties into the Inner Harbor and the dredging of about 17 acres in the Inner Harbor.

Status: Authorized project was completed in 1957 at a total cost of $159,000, of which $124,000 was the Federal share and $35,000 the Non-Federal share. The project was maintained in 1963. No new studies, investigations or project reviews are contemplated at this time.

map incl

CPW 1.2.47



FALMOUTH HARBOR, MASSACHUSETTS

30 JUNE 1963

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

12 B2

15 October 1965

CPW 1.2.42

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
WOODS HOLE CHANNEL, MASS.

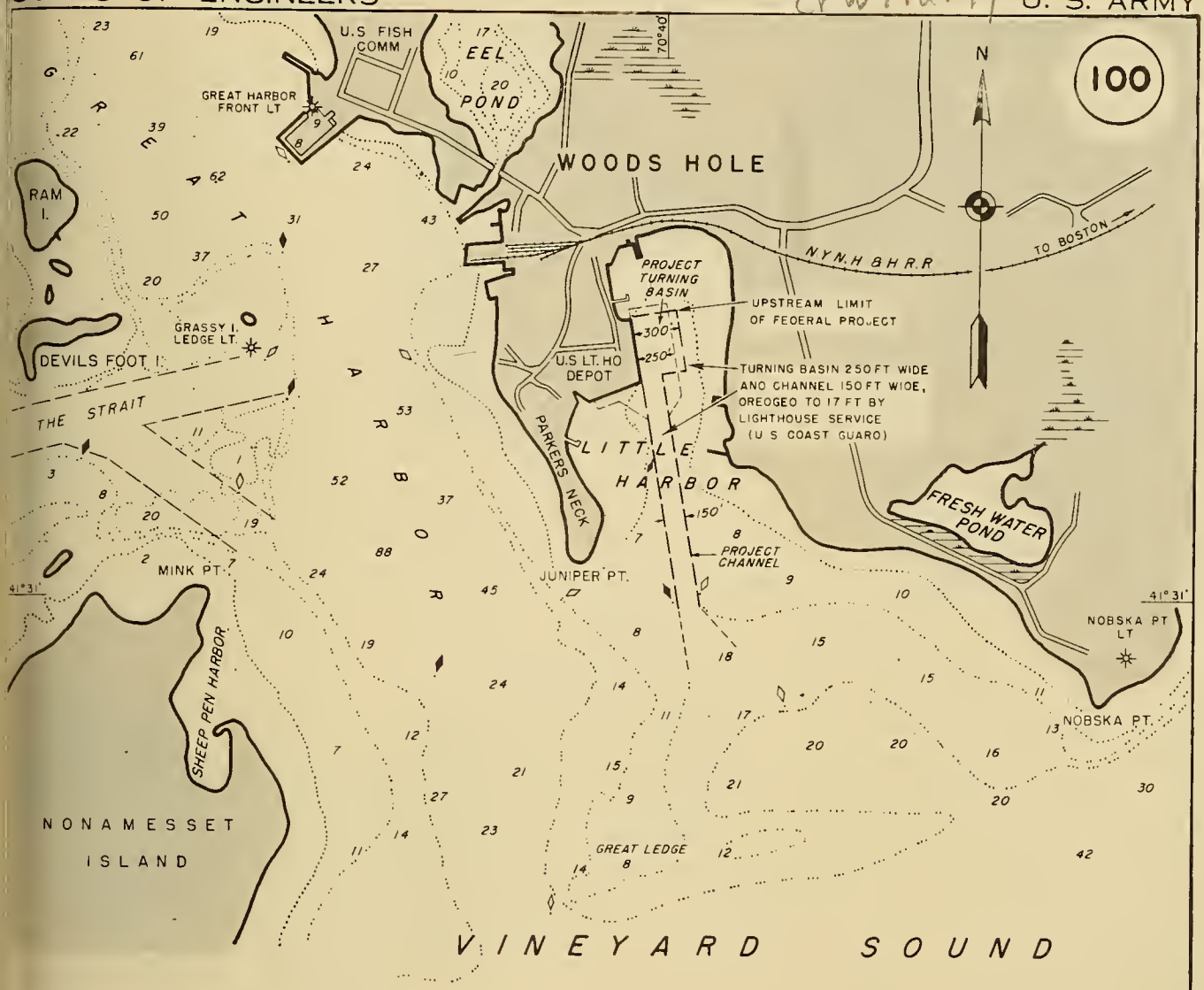
The existing Federal project for Woods Hole Channel, completed in 1913, provides for a 13-foot channel in the passage, known as The Strait, connecting Buzzards Bay and Great Harbor, with a branch channel in the passage to the southward, known as Broadway. The last condition survey, made in 1959, found both channels to be in good condition.

The existing Federal project for Woods Hole Little Harbor, completed in 1906, provides for a 12-foot entrance channel and turning basin. The U. S. Coast Guard now maintains the channel and turning basin to a depth of 17 feet. The project was maintained by the Coast Guard during the summer of 1965.

There are no new studies, investigations or project reviews under consideration.

2 Map Incls.

CORPS OF ENGINEERS CPW 1.2.49 U. S. ARMY



LITTLE HARBOR
WOODS HOLE, MASS.

30 JUNE 1963

IN 1 SHEET

500 0 500 1000 1500 2000 2500FT

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

12C2

WOODS HOLE CHANNEL MASSACHUSETTS

30 JUNE 1963

IN 1 SHEET

1000 0 1000 2000 3000FT

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

CPW 1.2.51

GAY HEAD

The Menemsha Creek navigation project is discussed on page 5A under Chilmark.

CPW 1.2.52

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
CUTTYHUNK HARBOR
AND ON
CANAPITSIT CHANNEL, MASS.

The existing navigation project at Cuttyhunk Harbor, adopted in 1937, provides for a 10-foot deep channel with two entrance jetties and a 10-foot deep, 16-acre anchorage. Dredging work at the entrance channel and at the turning basin in 1962, and boulder removal from the turning basin in 1963, restored the project to its authorized dimensions. Additional maintenance of the channel and anchorage area is not necessary at present.

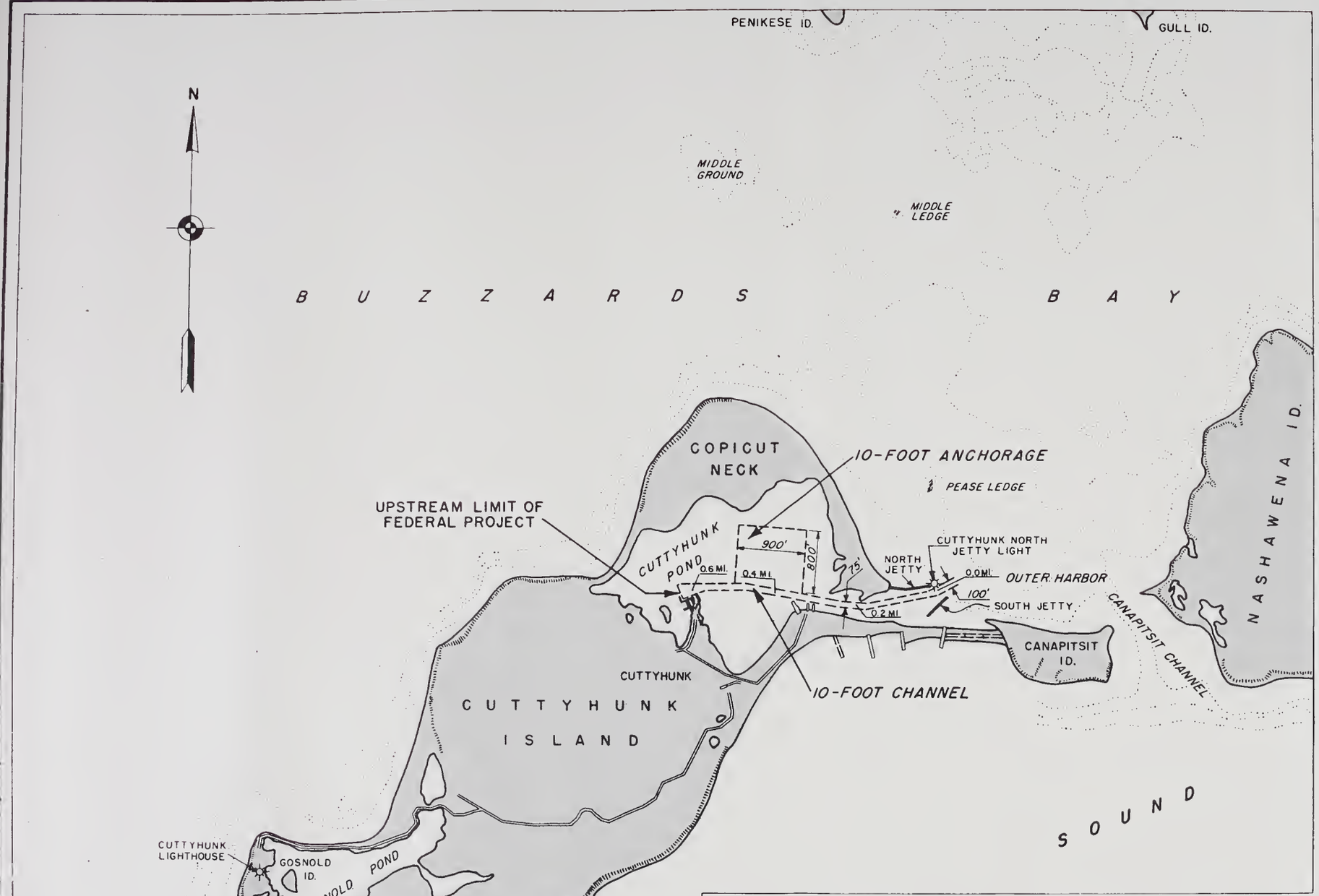
The most recent maintenance work at the project, completed in January 1965 at a contract cost of $235,524, consisted of the construction of a stone dike about 600 feet long in the vicinity of Copicut Neck Beach and the construction of a stone dike about 1300 feet long in the vicinity of Canapitsit Beach. This work was done to prevent further excessive shoaling of the channel and anchorage.

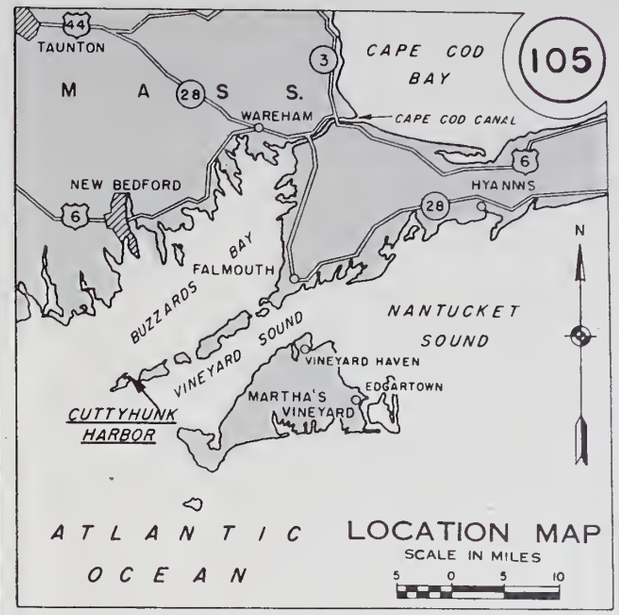
A navigation survey study and report on this project was authorized by the River and Harbor Act of 24 July 1946. Work contemplated for consideration in this study has been accomplished as part of the maintenance work completed in January 1965 as described above. It is considered that the project is in good condition and that no further work is necessary, therefore it is proposed to submit a brief, unfavorable report on the survey study authorized in 1946.

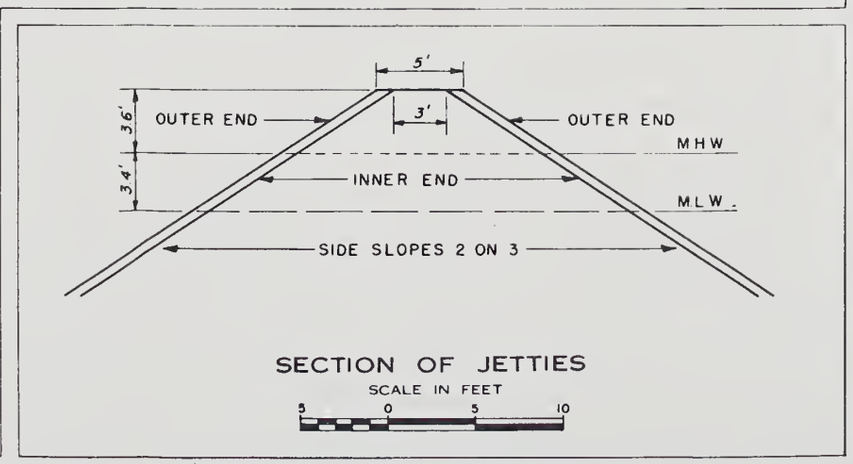
The existing navigation project at Canapitsit Channel, adopted in 1892, provides for a navigation channel about 800 feet long, from Vineyard Sound and Buzzards Bay and between the islands of Nashawena and Cuttyhunk, to a depth of 6 feet and a minimum width of 150 feet. An examination made in 1963 of the project indicated that the channel was in good condition. It is believed that at the present time the channel dimensions are substantially in accordance with the authorized project and that there is no need for maintenance work. No new studies or investigations are planned on this project.

2 Map Incls.

CPW 1.2.53







CUTTYHUNK HARBOR, MASS.

30 JUNE 1963

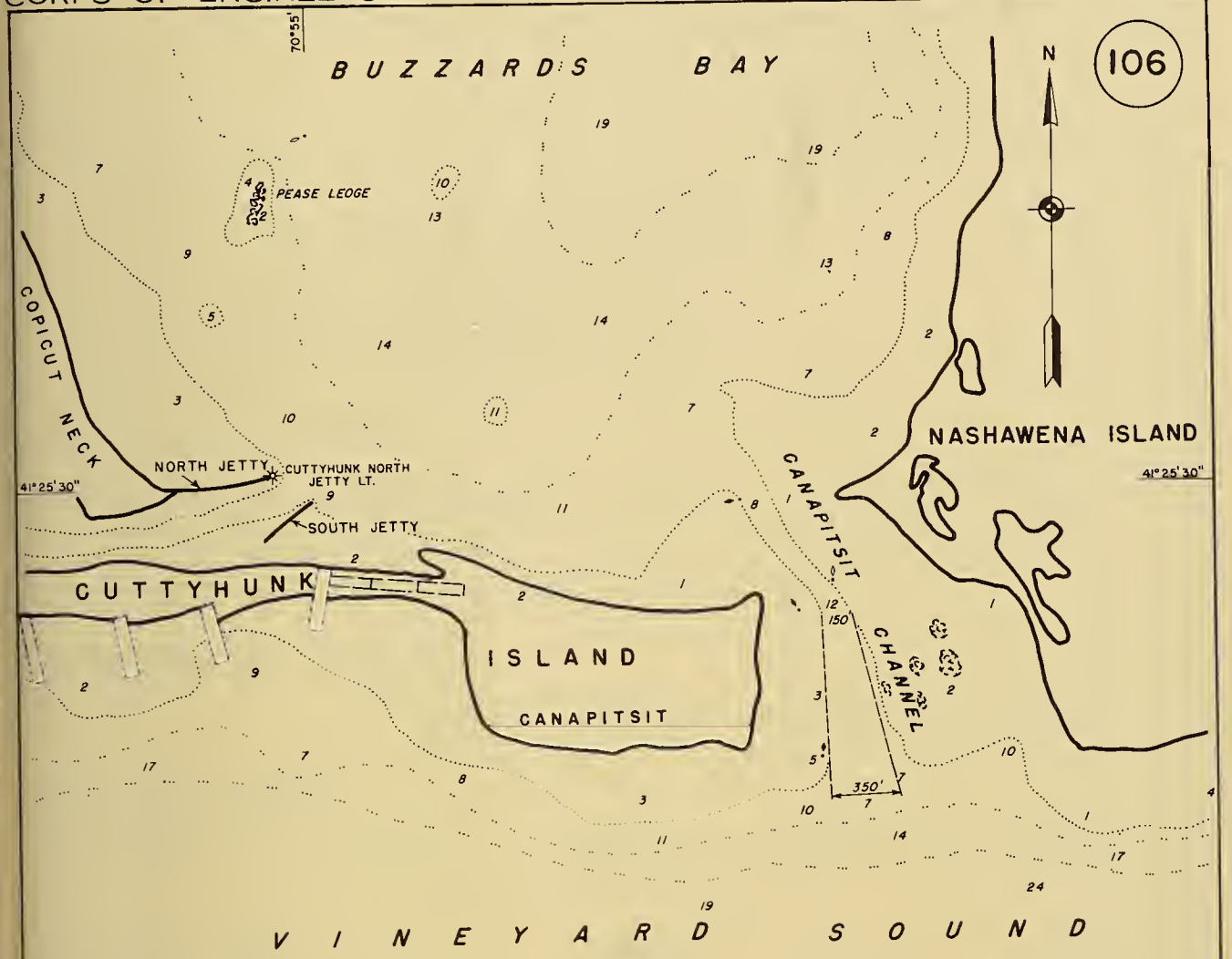
IN 1 SHEET

SCALE IN FEET
1000 0 1000 2000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

14 A3

CPW 1.2.54



CANAPITSIT CHANNEL
MASSACHUSETTS

30 JUNE 1963

IN 1 SHEET

500 0 500 1000 1500 FT.

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

14A3

15 October 1965 CPW 1, 2, 55

STATUS REPORT FOR CONGRESSMAN HASTINGS KEITH ON ANDREWS RIVER, HARWICH, MASS.

Authorization: Section 107 of the 1960 River and Harbor Act.

Improvement Under Consideration: A channel 6 feet deep, 75 feet wide, from deep water in Nantucket Sound to the vicinity of a proposed public marina, two jetties on the east and west sides of the harbor entrance, and a 3-1/2-acre maneuvering and anchorage basin.

Estimated Project Cost:

	Federal	Non-Federal	Total
Corps of Engineers			
Channel, jetties, and anchorage	$166,000	$166,000	$332,000
U.S. Coast Guard			
Navigation Aids	25,000	-	25,000
Local Interests			
50 Slip Marina	-	$178,000	178,000
Total project costs	$191,000	$344,000	$535,000

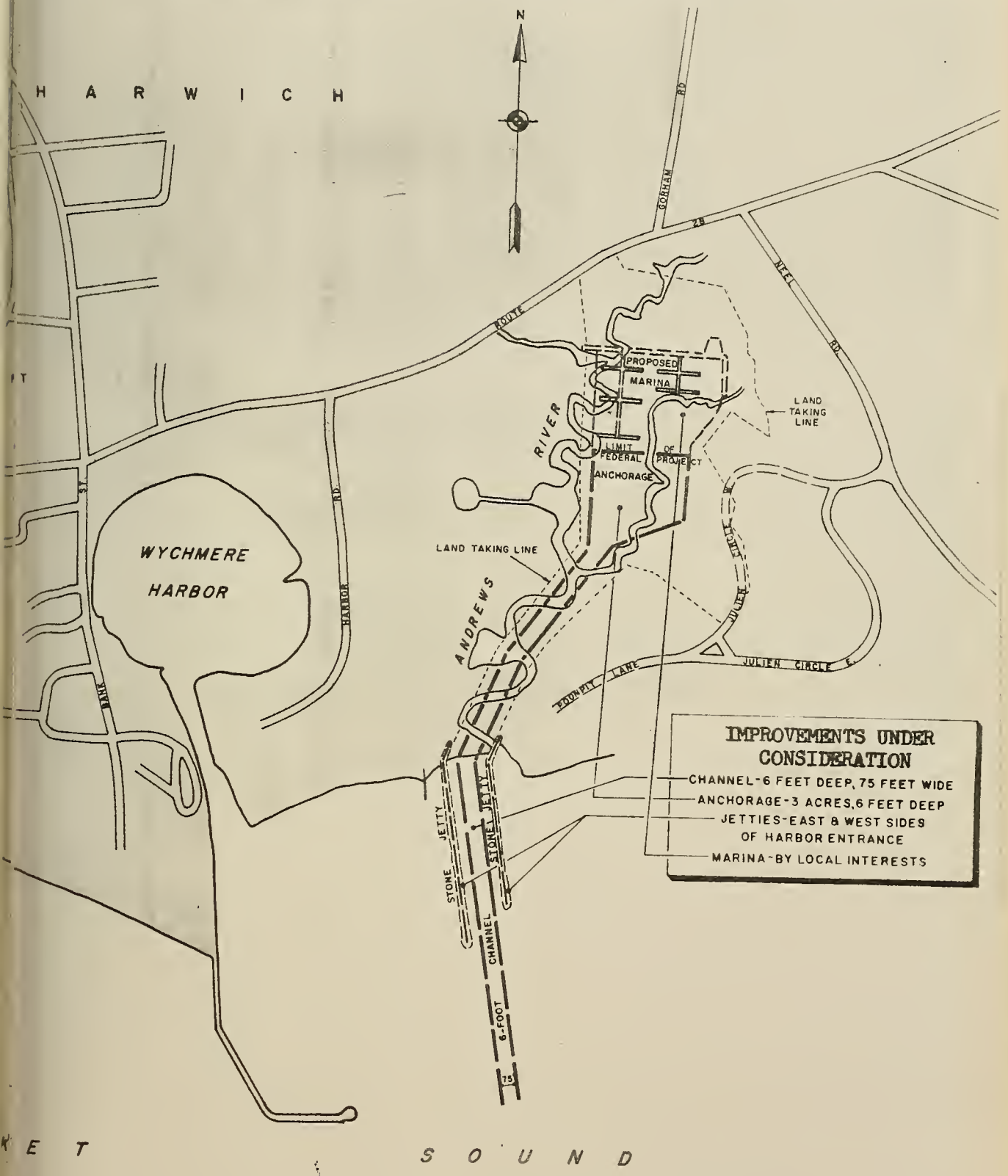
Detailed Project Report: A detailed project report is nearing completion. The proposed improvement above described has been concurred in by State and Town officials.

Local Cooperation: Responsible officials of the State of Massachusetts and the Town of Harwich have given firm indications that the requirements of local cooperation would be met. The Town of Harwich has appropriated its share of the project cost, but it appears that State appropriations will be deferred until the next session of the Legislature.

Red River: At a meeting held in Harwich on 14 June 1965 with the Harwich Waterways Study Committee, local interests requested that spoil material dredged from Andrews River be deposited at the Town owned beach at Red River. The material is suitable and within economical distance of pumping; present plans are to comply with the request of local interests.

map Incl.

CPW1.2.56



ANDREWS RIVER
HARWICH, MASS.

SCALE IN FEET

200 0 200 400 600

SEPT 1965

ICA2

GW1.2.57

15 October 1965

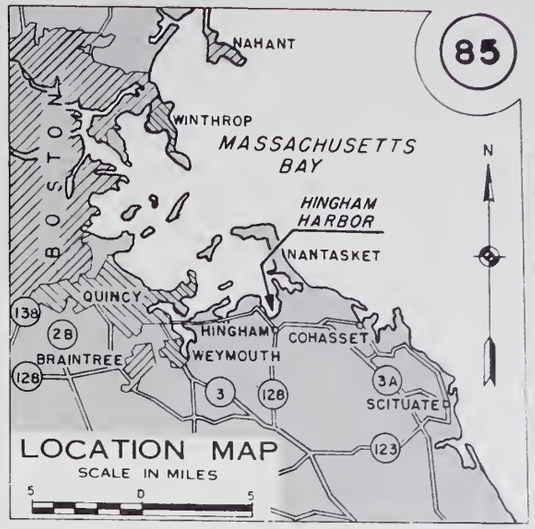
STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
HINGHAM HARBOR, MASS.

The authorized Federal project, completed in 1893, provides for a 10-foot channel from the outer harbor to the main waterfront. As the harbor is now used principally by recreational craft, the Federal project is subject to maintenance to an 8-foot depth, when required and justifiable. The last condition survey, made in 1963, indicated that channel depths were adequate for existing navigation.

A short channel extension and 8-acre anchorage at the head of the harbor, both 6 feet deep, were dredged by the State in 1949. Both were maintained by the State in 1959.

There are no new studies, investigations or project reviews under consideration.

Map Incl.



HINGHAM HARBOR, MASS.

30 JUNE 1963

IN 1 SHEET

SCALE IN FEET

2000 0 2000 4000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

16A2

CPW1, 2, 59

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
HOG ISLAND, ALLERTON HARBOR, HULL, MASS.

Authorization: Senate Committee on Public Works on 9 February 1960 authorized the Chief of Engineers to review the report on Hog Island Hingham Bay, Massachusetts, transmitted to Congress on July 23, 1947, with a view to determining whether any modification of the recommendations contained therein is advisable.

Estimate of Cost: $20,000

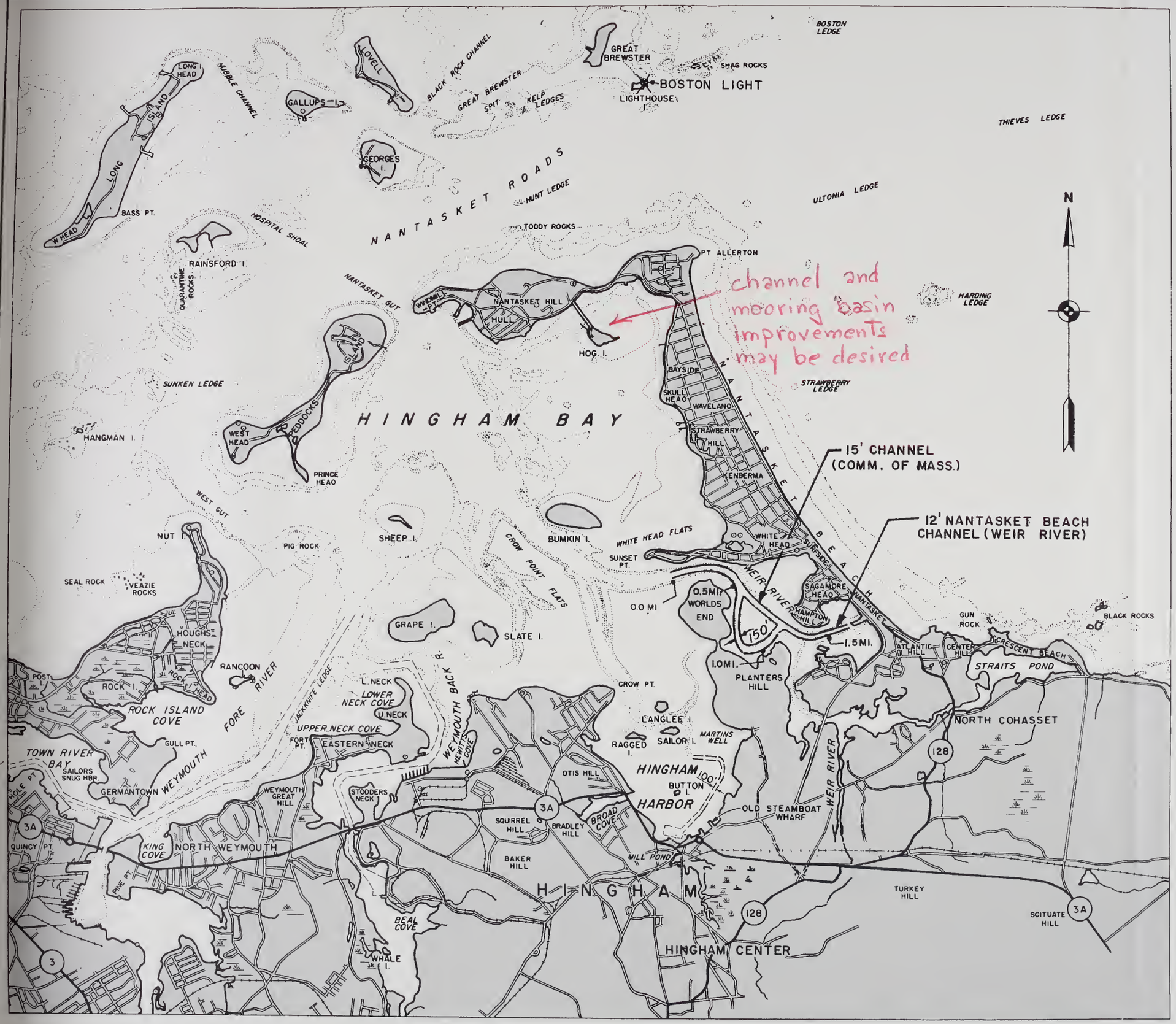
Status: Initiation of study dependent on appropriation of funds. The budget estimates for Fiscal Year 1967 are now in preparation. Careful consideration is being given to initiation of this study, consistent with current budgetary objectives and the needs of other worthy projects throughout New England. In this respect it should be mentioned that there have been no local requests or data submitted in recent years to support a priority in consideration of this study as compared with other projects urgently needed. Within the past year the Hull Redevelopment Authority indicated an interest in possible development of a small boat harbor. The harbor would be part of a $75 million project that would include construction of high-rise apartment buildings, a shopping center and a marina in the Nantasket Beach area. Possible locations of the small boat harbor presently under consideration by the Redevelopment Authority are shown in red on the inclosed map.

It appears that a study of this area could be made under the authority of Section 107 of the 1960 River and Harbor Act. The study, if desired, will be initiated upon formal request from the Town of Hull.

Map Incl.

CPW 1.2.60

80/3



Hog Island and Weir River, Hull

BOSTON HARBOR, MASS.

30 JUNE 1963

IN 3 SHEETS

SCALE IN FEET

2000 0 2000 4000

SHEET NO. 3

U.S. Army Engineer Division, New England

Corps of Engineers Waltham, Mass.

17A²

CPW 1.2.61

KINGSTON

The Kingston Harbor navigation project at North Plymouth is discussed on page 18A under Plymouth.

CPW 1.2.62

15 October 1965

Status Report
for

Congressman Hastings Keith
— on

Brant Rock Town Beach, Marshfield

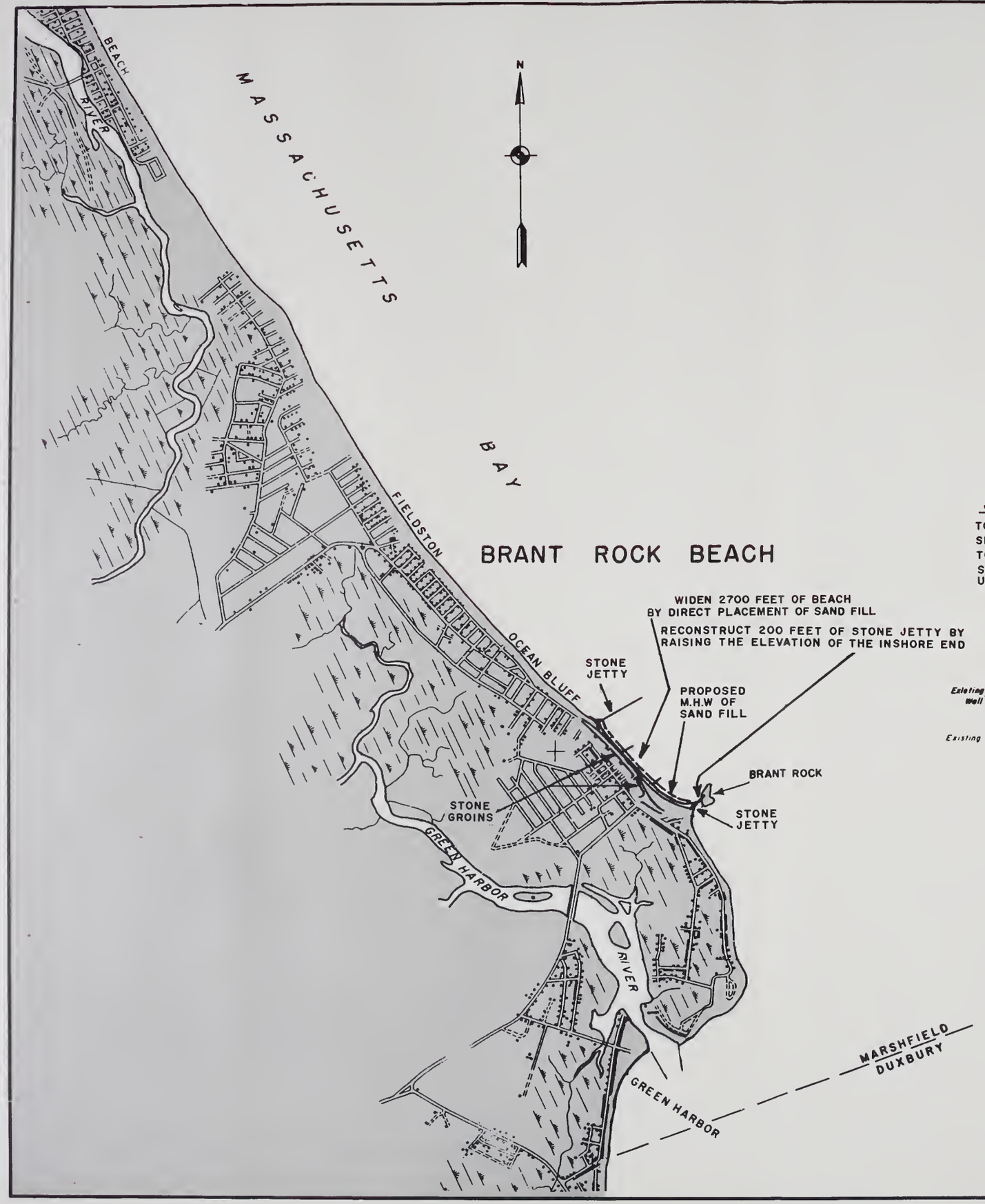
The beach erosion control project for Brant Rock Town Beach, Marshfield, authorized in 1960, consists of widening about 2,700 feet of beach to a 125-foot width by direct placement of sand fill and raising the inshore end of the existing Brant Rock jetty.

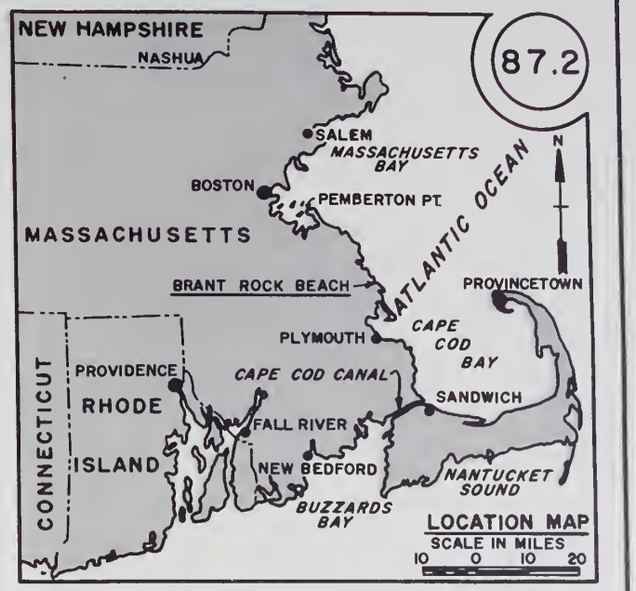
The project is presently estimated to cost $184,000 to be shared equally by the Federal Government and local interests.

There is no indication that the Commonwealth contemplates construction of this project in the near future.

map Incl.

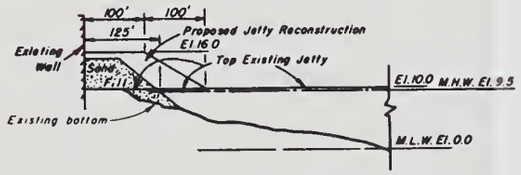
CPW 1.2.63





JETTY RECONSTRUCTION DETAILS

TOP WIDTH 5'
SIDE SLOPES 1 ON 1.5
TOP AND SLOPE STONES, MINIMUM SIZE 1.5 TONS
SAND TIGHT CORE OF QUARRY RUN STONE
UP TO 150 LBS. IN WEIGHT



PROPOSED JETTY RECONSTRUCTION

SCALE IN FEET
HOR 100 0 100 200
VER 10 0 10 20

BRANT ROCK BEACH
MARSHFIELD, MASS.

30 JUNE 1963

IN 1 SHEET

SCALE IN FEET
1000 0 1000 2000 3000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

19A

15 October 1965

CPW 1.2.64

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
GREEN HARBOR, MASS.

Study of Green Harbor was authorized by Section 109 of the River and Harbor Act of 14 July 1960.

During the course of the study, the plan of improvement developed was of such scope as to be eligible for consideration under the general authority of Section 107 of the 1960 River and Harbor Act provided that local interests would assume all cost in excess of the $200,000 Federal cost limitation. Local interests have indicated acceptability of the project approval under that authority.

Accordingly, a report is nearing completion under the above authority. The improvement considered would provide the following features:

(a) Dredging a 6-foot deep channel (8 feet at entrance), 100 feet wide extending 4,000 feet to a small turning basin at the head of navigation;

(b) Dredging a 5-acre anchorage, 6 feet deep at the Town pier;

(c) Sealing and extending the west jetty 200 feet at elevation +12; and

(d) Raising the east jetty to elevation +14. (See inclosed map)

The above work is estimated to cost about $365,000. Under the terms of local cooperation, local interests would be required to contribute 40% of the cost, or $146,000. Since the Federal share of the cost of the project would exceed the Federal limitation by $19,000, this excess cost must also be assumed by local interests.

In addition to the above, the plan of improvement includes provision for sport fishing from the jetties. The on-site and off-site features, such as access, parking and sanitary facilities and safety

CPW 1.2.65

rails, are estimated to cost $25,000. This cost is usually divided equally between Federal and Non-Federal interests. In view of the Federal cost limitation, local interests would be required to bear the entire cost if these features are constructed.

The above information on project costs and features were furnished to the Town of Marshfield and the State Division of Waterways. They have concurred in the project and have furnished satisfactory indication of meeting the cost sharing requirements and other usual requirements of local cooperation.

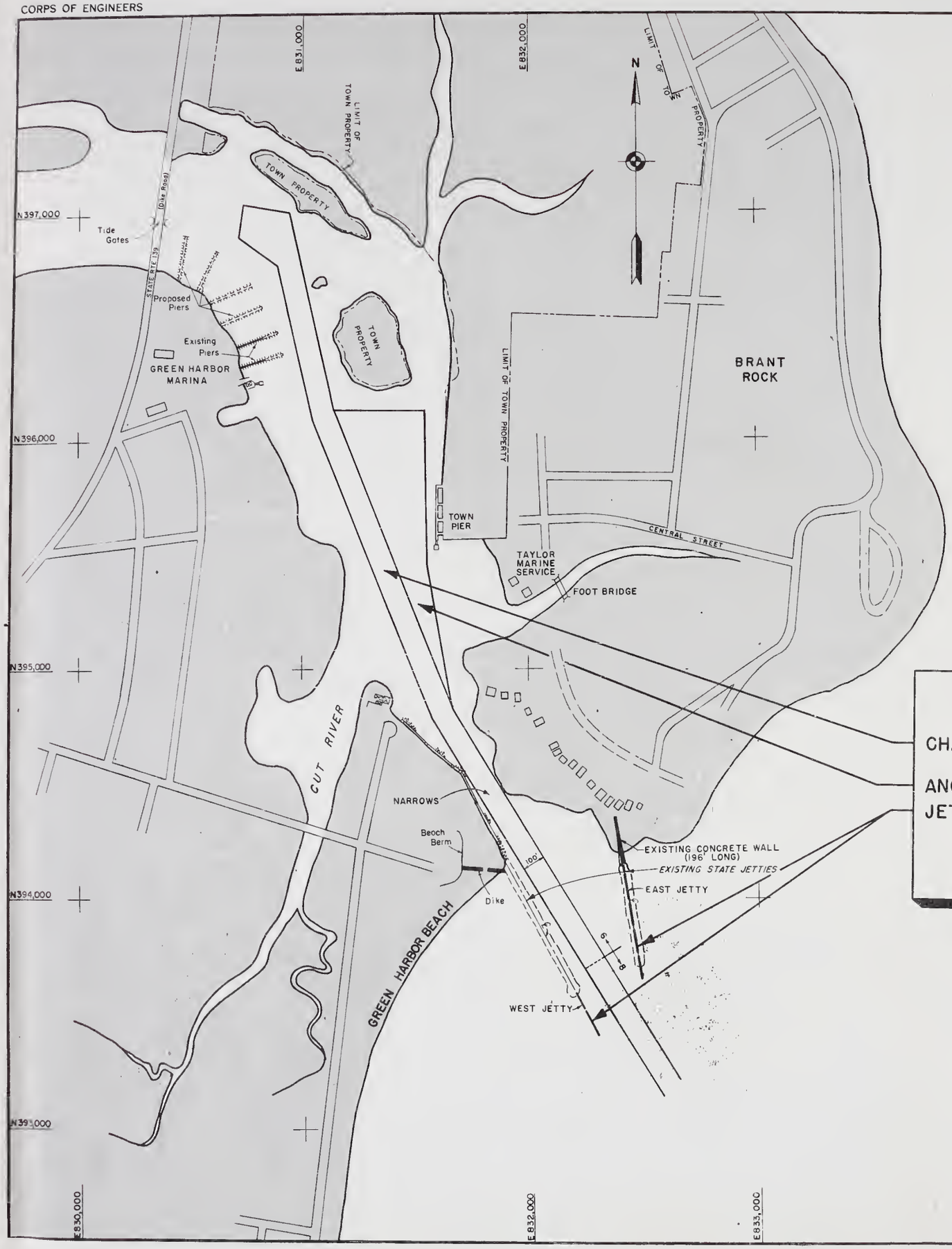
Additional Data 13 December 1965

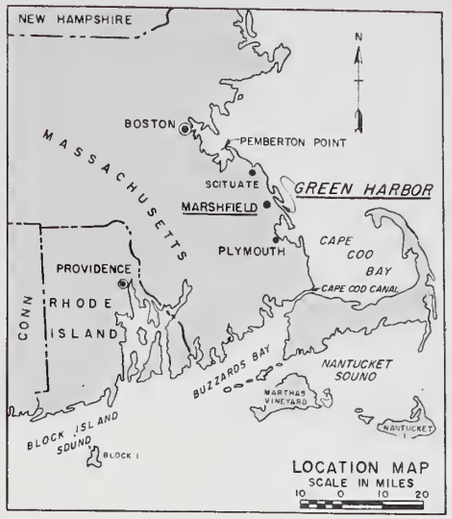
The Governor, Town officials and the Massachusetts DPW were notified by letter dated 9 November 1965 that the 1965 River and Harbor Act raised the Federal cost limitation for Section 107 project to $500,000; therefore, local interests would not be required to assume the previously estimated excess cost of $19,000. The local cash contribution is presently estimated at $158,500, consisting of $146,000 toward project construction and $12,500 for sports fishing features.

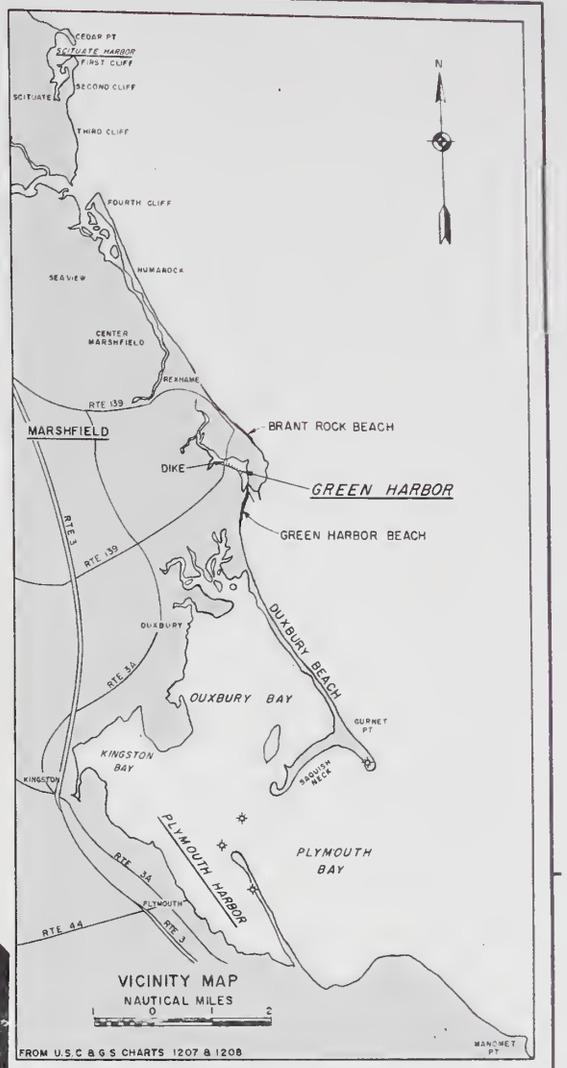
The project was authorized on the date of our letter this past week informing you and Senators Saltonstall and Kennedy of project approval.

Map Incl.

CPW1.2.66







DESIRED IMPROVEMENT RECOMMENDED

CHANNEL - 6 and 8 feet deep, 100 feet wide with turning basin of 1-acre, 6 feet deep

ANCHORAGE - 5 Acres, 6 feet deep

JETTIES - Raise east jetty to Elev. +14
Extend west jetty 200 feet - Elev. +12
Seal 650 feet of west jetty (Beach side)
Construct dike to Elev. +14

U.S. ARMY ENGINEER DIVISION, NEW ENGLAND
CORPS OF ENGINEERS, WALTHAM, MASS.

GREEN HARBOR MASS.

SHEET 1 OF 1

REPORT MAP
SCALE IN FEET
200 0 200 400 600

APPROVED: Lyman Wm Fulton
CHIEF, ENGINEERING DIVISION

SUBMITTED:
CHIEF, PLANNING AND REPORTS BRANCH

L. W. Fogarty
CHIEF, RIVER AND HARBOR SECTION

Oscar E. Orpin
PROJECT ENGINEER

DR BY:
TR BY
CH BY

TO ACCOMPANY DETAILED PROJECT REPORT
DATED APRIL 1965

FILE NO. 8-F-11-3

PLATE NO. 1

1983

CPW 4.2.67

MASHPEE

The authorized study for Popponesset Bay is discussed on page 1C under Barnstable.

15 October 1965 CPW 1.2.62

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
MATTAPOISETT HARBOR, MASS.

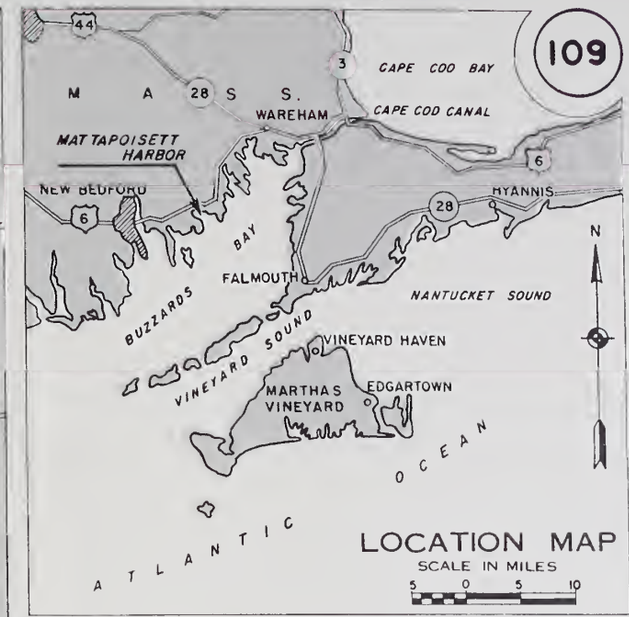
The existing Federal project, authorized in 1950, provides for an 8-foot entrance channel and a 6-foot anchorage at the head of the channel, 1.3 acres in size. The project has not been constructed as local officials indicated in 1954 that the Town did not wish to participate in the Federal project. It is now classified as inactive.

Local officials indicated in 1954 that Eel Pond, immediately to the westward, now serves local boating needs, following abandonment of a railroad bridge across the entrance to Eel Pond.

There are no new studies, investigations or project reviews under consideration.

Map Incl.

CPW 1.2.69



Incompleted work.
Present depths approximately + 5ft. to 8ft.

MATTAPOISETT HARBOR, MASS.

30 JUNE 1963

IN 1 SHEET — SCALE IN FEET

500 0 500 1000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

21A2

15 October 1965 CPW 1.2.70

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
NANTUCKET HARBOR, MASS.

Existing Navigation Project - (adopted 1880, modified 1886, and 1945) provides for: a channel 15 feet deep, without prescribed width, through the bar, at the entrance, about 1.6 miles long; an anchorage 15 feet deep, 300 to 1,100 feet wide in the harbor south of Brant Point; a fairway 15 feet depp, 200 feet wide extending southward along west side of the anchorage to a point about 2,700 feet south of Brant Point; two riprap jetties at the harbor entrance, the east jetty, about 6,987 feet long and the west jetty, about 5,755 feet long.

Status of Existing Project - Completed, except for dredging of the anchorage and fairway which is on an inactive status due to non-compliance with requirements of local cooperation. Rehabilitation of the east jetty was completed in 1963.

Current Survey Study - Authorized by a House of Representatives resolution on 2 June 1949. Estimated study cost $14,000. Study is completely funded.

Considered Improvements -

a. 1,400-foot long stone breakwater on Hussey Shoal, 2,400 feet east of the commercial waterfront.

b. Deepening entrance channel to 18 feet at mean low water, 300 feet wide through the entrance bar into the harbor to a point 300 feet from the Steamship Authority ferry terminal with widening of the channel to 650 feet north of Brant Point.

The considered improvements and requirements of local cooperation have been discussed with local interests. The improvements appear to be economically justified. The Board of Selectmen of Nantucket has advised by letter dated 10 March 1965, that the Town is unable to participate in a breakwater project at this time. In a letter dated 3 September 1965, the General Manager of the Steamship Authority stated that deepening of the entrance channel is no longer considered necessary for ferry operations. The Authority is now contemplating use of small shallow draft ferries capable of maneuvering within the existing project channel. As a result a negative survey report is proposed to be submitted in October in compliance with the Congressional resolution.

CPW 1.2.71

Nantucket

Additional Data 13 December 1965

A public notice and map concerning the unfavorable survey report dated 22 October 1965 are inclosed.

Following submission of the report, a letter was received from the Steamship Authority indicating that widening at the east side of the channel along Coatue Point would assist their operations. Our reply of 9 December 1965 stated that the desired work could be accomplished under maintenance of the existing project.

CPW 1. 2. 72

U. S. ARMY ENGINEER DIVISION, NEW ENGLAND
CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASS. 02154

REPLY TO:
DIV ENGINEER

FILE NO. NEDED-R

3 November 1965

PUBLIC NOTICE OF REPORT ON NAVIGATION SURVEY OF NANTUCKET HARBOR, MASSACHUSETTS

Notice is hereby given that a report on the navigation study of Nantucket Harbor, Massachusetts has been made by the Division Engineer. The study was made in compliance to a resolution adopted 2 June 1949 by the Committee on Public Works of the House of Representatives, United States Congress.

The Division Engineer found that prospective benefits from ferry service to Nantucket through use of larger ferries than presently used and reduction in storm damage to recreational and commercial fishing boats would be sufficient to warrant modification of the existing Federal project in Nantucket Harbor, Massachusetts. Part of the improvement would consist of dredging the existing 15-foot deep entrance channel to a depth of 18 feet mean low water, 300 feet wide from the entrance bar into the harbor to a point 300 feet from the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority terminal, including widening of the channel to a width of 650 feet in the bend north of Brant Point. The estimated Federal cost for improving the channel is $300,000. The Steamship Authority would be required to improve berthing facilities at the terminal, currently estimated at $45,000. An additional improvement would consist of a 1400-foot long stone breakwater located on Hussey Shoal, roughly parallel to and about 2,400 feet east of the commercial wharves, estimated to cost $410,000. The benefits to be realized are 61 percent general and 39 percent local. In view of this, as an item of local cooperation, local interests would be required to contribute in cash 39 percent of the first cost of construction, said contribution presently estimated at $160,000.

The Steamship Authority has indicated that future plans to expand service to Nantucket involve the use of small shallow

72A3

draft ferries that will not require channel depth greater than already authorized under the existing project. Local interests have indicated that they are unwilling to participate in the cost of the proposed breakwater improvement. Therefore, the Division Engineer recommends no modification of the existing project at this time.

In accordance with law, the unfavorable survey report is being referred for review to the Board of Engineers for Rivers and Harbors in Washington, D. C.. Interested parties may present written views on the report to the Board. Statements submitted should not repeat material previously presented at public hearings held by the Division Engineer, or contained in the report, as this information is already available to the Board. Information submitted should be new, specific in nature, and bear directly on the findings in the report.

Hearings will be held only on written request explaining the need to present material not included in the report.

Written communications are to be mailed to the Board of Engineers for Rivers and Harbors, Washington, D. C. 20315, in time to reach the Board by 3 December 1965. If extension of this date is considered necessary, requests giving reasons and additional time desired should be submitted as soon as possible.

The Board considers communications and the report at a date subsequent to expiration of this notice. Information furnished by mail receives the same attention as that received at a public hearing. Should the Board not be convinced of the soundness of the recommendations in the report, notice to that effect will be mailed to all known interested parties prior to final action.

Further information may be obtained from this office. Interested parties, including the press, may make such notes of the contents of the report as they desire. However, copies of the report will not be loaned for use outside of the office, but interested parties may purchase copies of the report, or parts thereof, including illustrations at the cost of reproduction. Copies may be purchased from the Division Engineer, 424 Trapelo Road, Waltham, Massachusetts 02154, for $1.00 per copy.

CPW 1.2.77

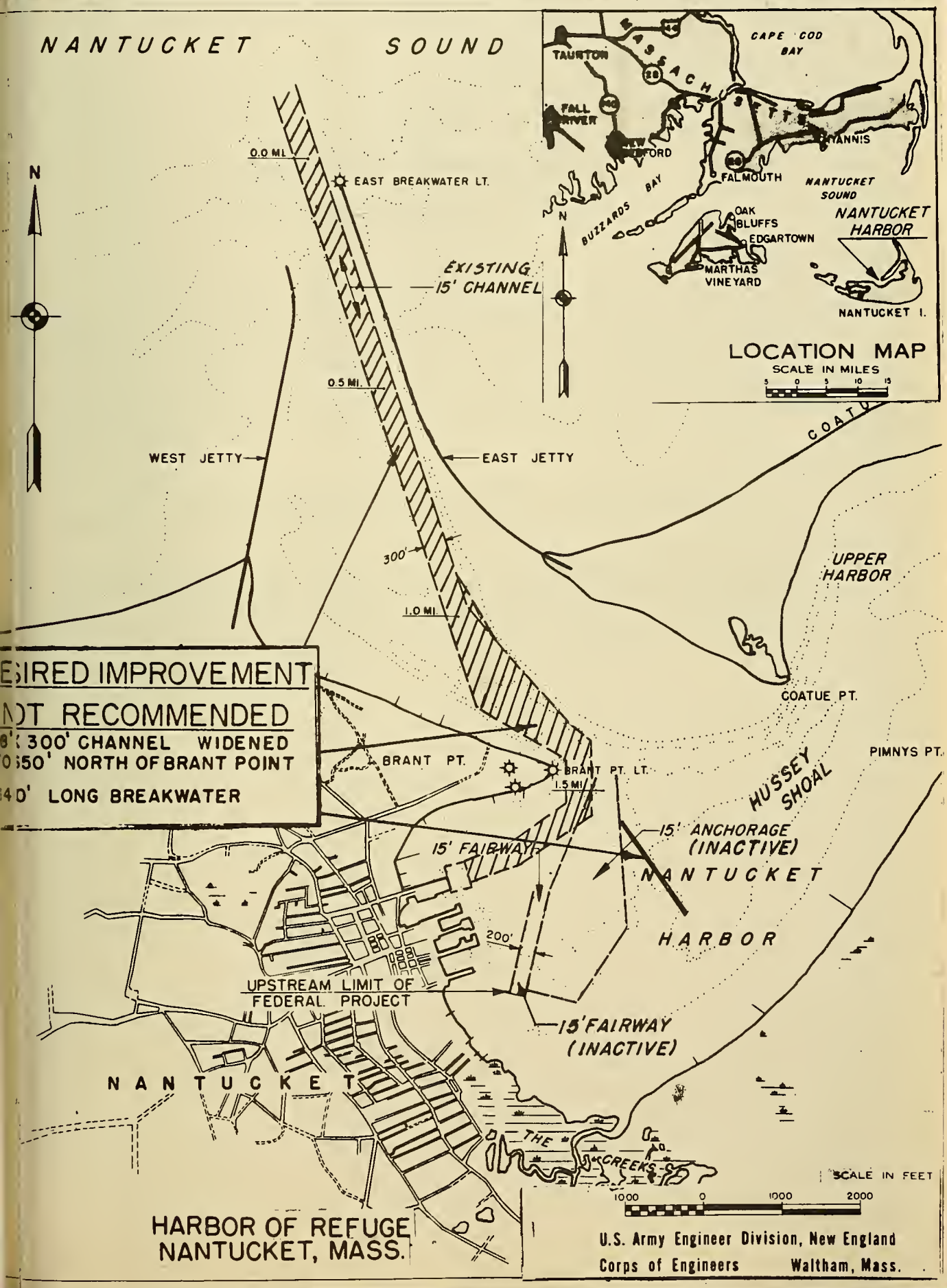
Checks or money orders should be made payable to "Treasurer of the United States."

You are requested to give the foregoing information to any persons known by you to be interested in the report and who, not being known by the Division Engineer, did not receive a copy of this public notice.

Incl
Map

E. J. RIBBS
Colonel, Corps of Engineers
Acting Division Engineer

CPW 1.2.75



HARBOR OF REFUGE
NANTUCKET, MASS.

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

15 October 1965

CPWR. 2.
76

Status Report
for
Congressman Hastings Keith
on
Clark Point Beach, New Bedford

The beach erosion control project at Clark Point, New Bedford, authorized in 1960, consists of protecting and improving approximately 1,600 feet of beach south from Dudley Street by widening to a minimum 100-foot width by direct placement of sand fill, raising the inshore end of the existing groin at Dudley Street and lengthening the two existing groins at and south of Valentine Street about 250 and 85 feet respectively.

The project is presently estimated to cost $194,000, to be shared equally by the Federal Government and non-Federal interests.

The City of New Bedford informed this office in June 1963 that the city's expenditure for their share of the hurricane protection project under construction made it desirable to hold this project in abeyance. There is no indication that the City plans to program its share of the project cost at this time.

23A

CP 101.2.77

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
NEW BEDFORD AND FAIRHAVEN HARBOR

The New Bedford - Fairhaven Hurricane Project is approximately 97 percent complete. It is scheduled for completion in January 1966.

The Division received a resolution by the City Council complaining about odors in the Clarks Cove area claimed to result from construction of the barrier. A meeting was held on 26 September 1965 to discuss the above-mentioned resolution. The meeting was attended by representatives of the New Bedford Public Works and Public Health Department, the Massachusetts Water Resources Commission and Department of Public Health, and Corps of Engineers.

An inspection was made of the Clarks Cove area. The consensus of opinion of those present was that construction of the barrier did not, in any way, alter the condition in Clarks Cove. The Corps has no plans under consideration for the relief of this problem.

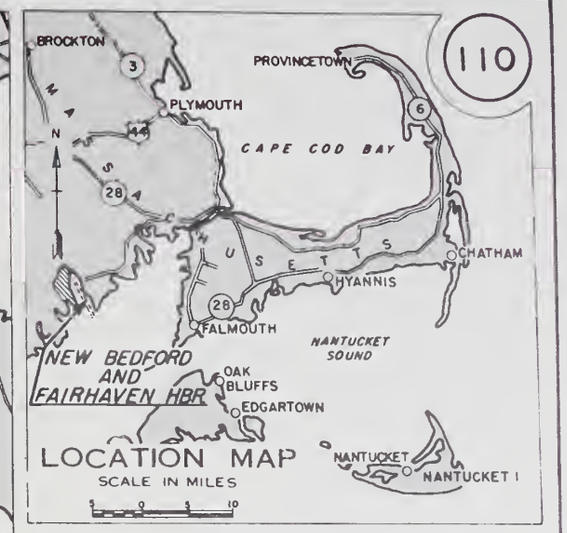
With regard to the navigation study, work is progressing at a favorable rate. As numerous requests of various improvements had been made at the public hearing, held 17 December 1964 at the Fairhaven Town Hall, extensive field surveys will be necessary. These surveys will begin this fall and should be completed by December. Upon completion of the field work, the results will be plotted and cost estimates of various proposed improvements made. An economic study will also be made to determine the economic feasibility of all or part of the improvement, after which local interests will be informed of the results. As these procedures will entail considerable time, the report is scheduled for completion in the summer of 1966.

2 Map Incls.

23B

CPW 1.2.78

110



BRIDGE CLEARANCES

NEW BEDFORD & FAIRHAVEN BRIDGE (SWING)
Hor. 94 ft. left draw.
95.5 ft. right draw.
Vert 6.3 ft. M.H.W.

COGGESHALL ST. BRIDGE (SWING)
Hor. 38.4 ft. left draw.
40.4 ft. right draw.
Vert. 4 ft. M.H.W.

FOR DETAILS OF HURRICANE BARRIER SEE FLOOD CONTROL PROJECT MAP NO. 57

NEW BEDFORD AND FAIRHAVEN HARBOR, MASS.

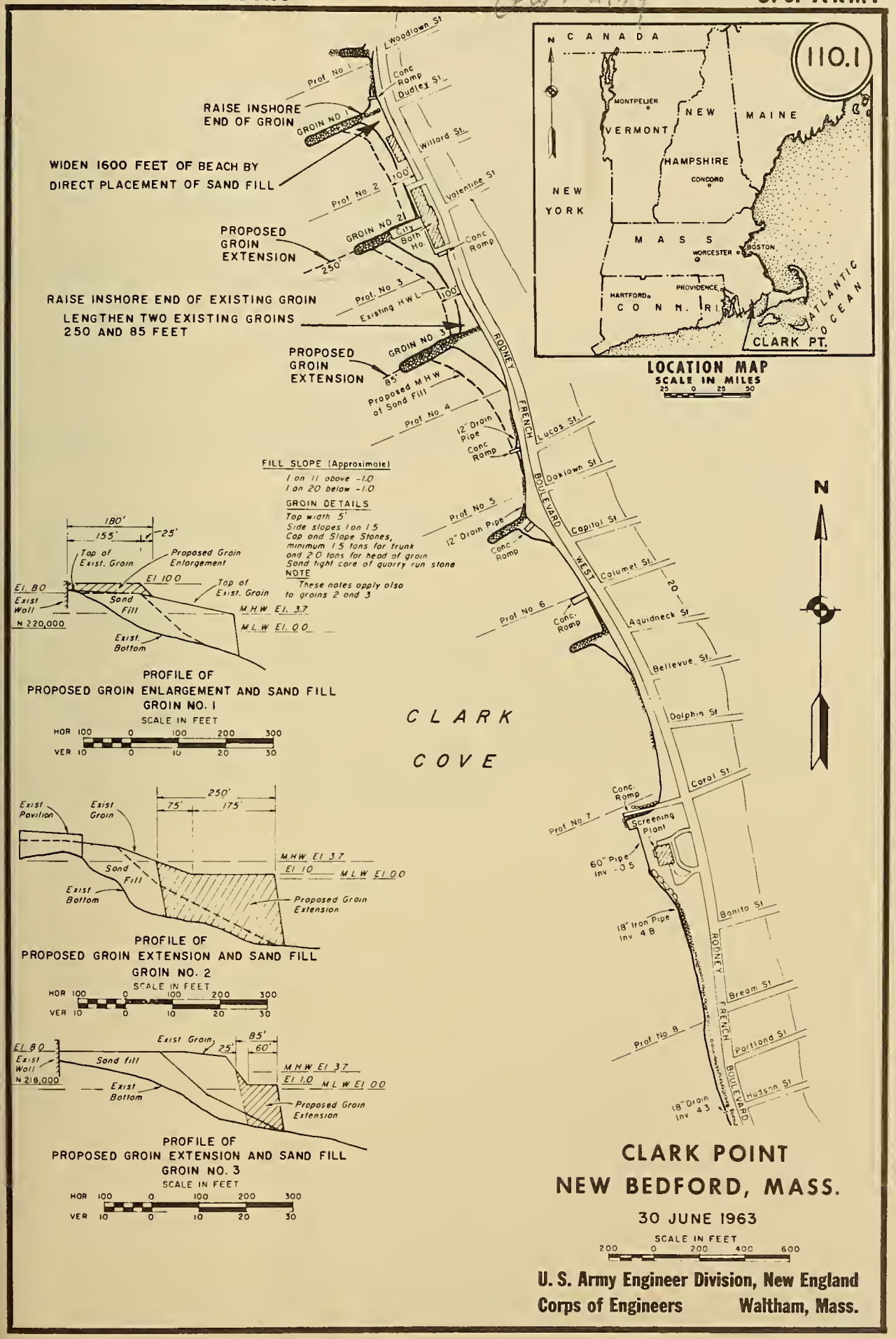
30 JUNE 1963

IN 1 SHEET

SCALE IN FEET
2000 0 2000 4000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

23B


110.1
CANADA
MONTPELIER
VERMONT
NEW HAMPSHIRE
MAINE
CONCORD
NEW YORK
MASS
WORCESTER
BOSTON
HARTFORD
PROVIDENCE
CONN.
R.I.
ATLANTIC OCEAN
CLARK PT.
LOCATION MAP
SCALE IN MILES
25 0 25 50
RAISE INSHORE END OF GROIN
WIDEN 1600 FEET OF BEACH BY DIRECT PLACEMENT OF SAND FILL
PROPOSED GROIN EXTENSION
RAISE INSHORE END OF EXISTING GROIN
LENGTHEN TWO EXISTING GROINS 250 AND 85 FEET
PROPOSED GROIN EXTENSION
GROIN NO 1
GROIN NO 2
GROIN NO 3
Woodlawn St
Prot No 1
Conc Ramp
Dudley St
Willard St
Valentine St
Prot No 2
City Bath Ho.
Prot No 3
Existing H W L
Proposed M H W of Sand Fill
Prot No 4
12" Drain Pipe
Lucas St.
Dorktown St
Prot No 5
12" Drain Pipe
Capitol St
Columet St
Prot No 6
Aquidneck St
Bellevue St
Dolphin St
Coral St
Prot No 7
Screening Plant
60" Pipe Inv -0.5
18" Iron Pipe Inv 4.8
Bonito St
Bream St
Prot No 8
Portland St
Hudson St
18" Drain Inv 4.3
RODNEY FRENCH BOULEVARD
RODNEY FRENCH BOULEVARD WEST
CLARK COVE
N
FILL SLOPE (Approximate)
1 on 11 above -1.0
1 on 20 below -1.0
GROIN DETAILS
Top width 5'
Side slopes 1 on 1.5
Cap and Slope Stones, minimum 1.5 tons for trunk and 2.0 tons for head of groin
Sand light core of quarry run stone
NOTE
These notes apply also to groins 2 and 3
180'
155'
25'
Top of Exist. Groin
Proposed Groin Enlargement
El. 8.0
El 10.0
Exist Wall
Sand Fill
Top of Exist. Groin
M.H.W. El. 3.7
M.L.W. El. 0.0
N 220,000
Exist. Bottom
PROFILE OF PROPOSED GROIN ENLARGEMENT AND SAND FILL GROIN NO. 1
SCALE IN FEET
HOR 100 0 100 200 300
VER 10 0 10 20 30
250'
75'
175'
Exist Pavilion
Exist Groin
M.H.W. El 3.7
El 1.0
M.L.W. El 0.0
Sand Fill
Exist Bottom
Proposed Groin Extension
PROFILE OF PROPOSED GROIN EXTENSION AND SAND FILL GROIN NO. 2
SCALE IN FEET
HOR 100 0 100 200 300
VER 10 0 10 20 30
El 8.0
Exist Groin
25'
85'
60'
Exist Wall
Sand fill
M.H.W. El 3.7
El 1.0
M.L.W. El 0.0
N 218,000
Exist Bottom
Proposed Groin Extension
PROFILE OF PROPOSED GROIN EXTENSION AND SAND FILL GROIN NO. 3
SCALE IN FEET
HOR 100 0 100 200 300
VER 10 0 10 20 30
CLARK POINT
NEW BEDFORD, MASS.
30 JUNE 1963
SCALE IN FEET
200 0 200 400 600
U. S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

15 October 1965 CPW 1.2.20

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
A NAVIGATION STUDY AT LAGOON POND, TISBURY, (MARTHA'S VINEYARD ISLAND) MASS.

Authorization: Section 107 of the 1960 River and Harbor Act.

Improvement Under Consideration: An 8-foot deep, 100-foot wide channel extending from Vineyard Haven Harbor into Lagoon Pond and a 250-foot extension of the existing State jetty at the harbor entrance.

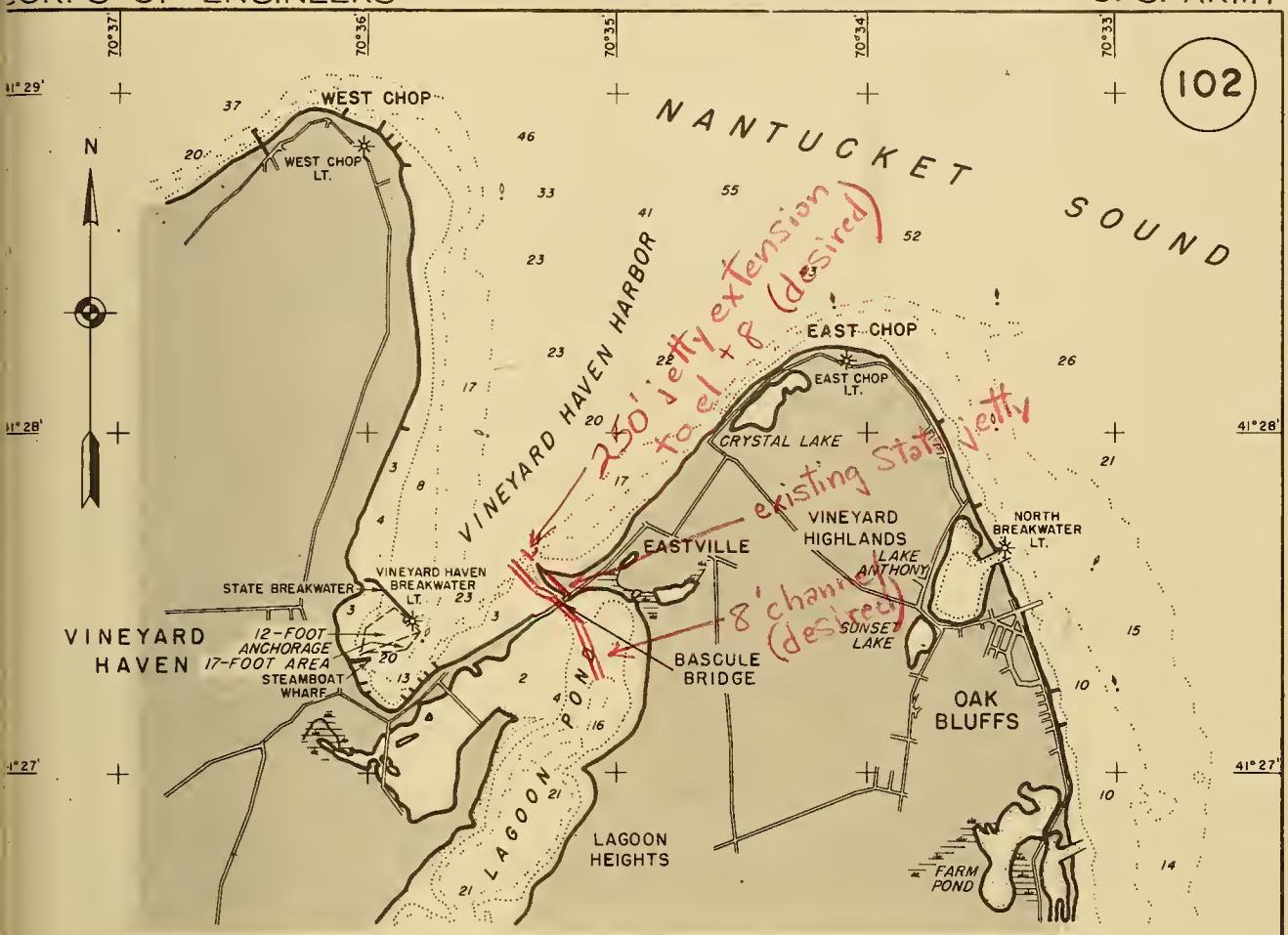
Reconnaissance Report: A reconnaissance report has been completed and it appears that the improvement under consideration warrants further detailed study.

Local Cooperation: A letter was sent to the Town of Tisbury on 14 May 1965 requesting comments on the proposed improvement and on the willingness of the Town to meet the requirements of local cooperation. Several contacts were also made by telephone. The Town of Tisbury has not replied to date. Submission of the Reconnaissance Report to the Chief of Engineers has been delayed pending receipt of comments from the Town of Tisbury concerning the requirements of local cooperation and the proposed plan of improvement.

Map Incl.

CPW 1.2.8

102



BRIDGE CLEARANCE:

Lagoon Pond (Bascule)
Hor: 30 ft.
Vert. 13.9 ft. M.H.W.

LAGOON POND

VINEYARD HAVEN HARBOR MASSACHUSETTS

30 JUNE 1963

IN 1 SHEET

1000 0 2000 4000 6000 8000FT.

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

2A A2

15 October 1965 (PW 1.2.2)

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
NAUSET HARBOR, ORLEANS, MASS.

There is no Federal navigation project at Nauset Harbor.

A report of survey scope for Nauset Harbor was authorized by Section 109 of the River and Harbor Act of 1960.

No funds have been appropriated to date, but an $11,000 allocation for Fiscal Year 1966 is in the Federal Appropriations Bill, which is presently before Congress. The total estimated study cost is $23,000, and the study will require two years. The initial phase of the study will start upon receipt of funds.

Local interests have not made known the kind of improvements desired, but the Selectmen of Orleans and Eastham stated that they wished to have a navigational study made, at a meeting in the Orleans Town Hall on 6 August 1964.

An automatic tide gauge recorder was installed at the Orleans Yacht Club on 3 June 1965, in Town Cove, to collect basic tidal data.

Additional Data 13 December 1965

Initial funds of $11,000 have been received to initiate the navigation study.

CPW1.2.23

15 October 1965

Status Report

for

Congressman Hastings Keith

on

Martha's Vineyard Beaches

The Beach Erosion Control Report on the Cooperative Study for Martha's Vineyard, Massachusetts, was completed and sent to the Chief of Engineers and the Board of Engineers for Rivers and Harbors for review in August 1965. An advance copy of the Public Notice relative to the report was sent to you 19 August 1965. A copy of this public notice is inclosed herewith for your convenience.

In the cooperative report suitable plans for restoration, protection and improvement have been developed for use by local interests at shore areas which merit consideration. They consist of such structures as revetment fronting seawalls, stone mounds, and rock blanket slope protection. Specific areas considered were: East Chop and Vineyard Highlands, Oak Bluffs Harbor Entrance, seawall south of Oak Bluffs Harbor and east end of Edgartown Beach.

Recommendation was made in a separate Detailed Project Report for Federal participation in the cost of construction of widening 1,200 feet of Oak Bluffs Town Beach by direct placement of sand fill to a width ranging from 200 to 150 feet to mean high water along its southerly 750 feet, decreasing gradually northward along the remaining 450 feet, and construction of a 530-foot long impermeable terminal groin at the southerly extremity of the beach. The presently estimated first cost of the project is $270,000 of which the Federal contribution is $155,000.

The Commonwealth of Massachusetts and Town of Oak Bluffs indicate interest in participating in the cost of construction of a beach erosion control project for Oak Bluffs Town Beach pending approval of that project under authority delegated in Section 103 of the 1962 River and Harbor Act.

24B

CPW 1.2.84

I have not inclosed a copy of the complete report, which is rather voluminous (75 pages) and is still subject to modification pending its approval by the Board of Engineers for Rivers and Harbors and the Chief of Engineers. I believe you probably have the information you need in more easily usable form from this status report and the inclosed public notice. When the report is approved by the Chief of Engineers, it will be sent to Congress and printed as a Congressional document. A copy of the final report will be sent to you pending the printing of the Congressional document if you so desire.

Incl
Public Notice

Additional Data 13 December 1965

The Governor's comments on the proposed Section 103 project for Oak Bluffs Town Beach were requested by letter dated 10 December 1965.

Incl.

24B

CORPS OF ENGINEERS

U. S. ARMY

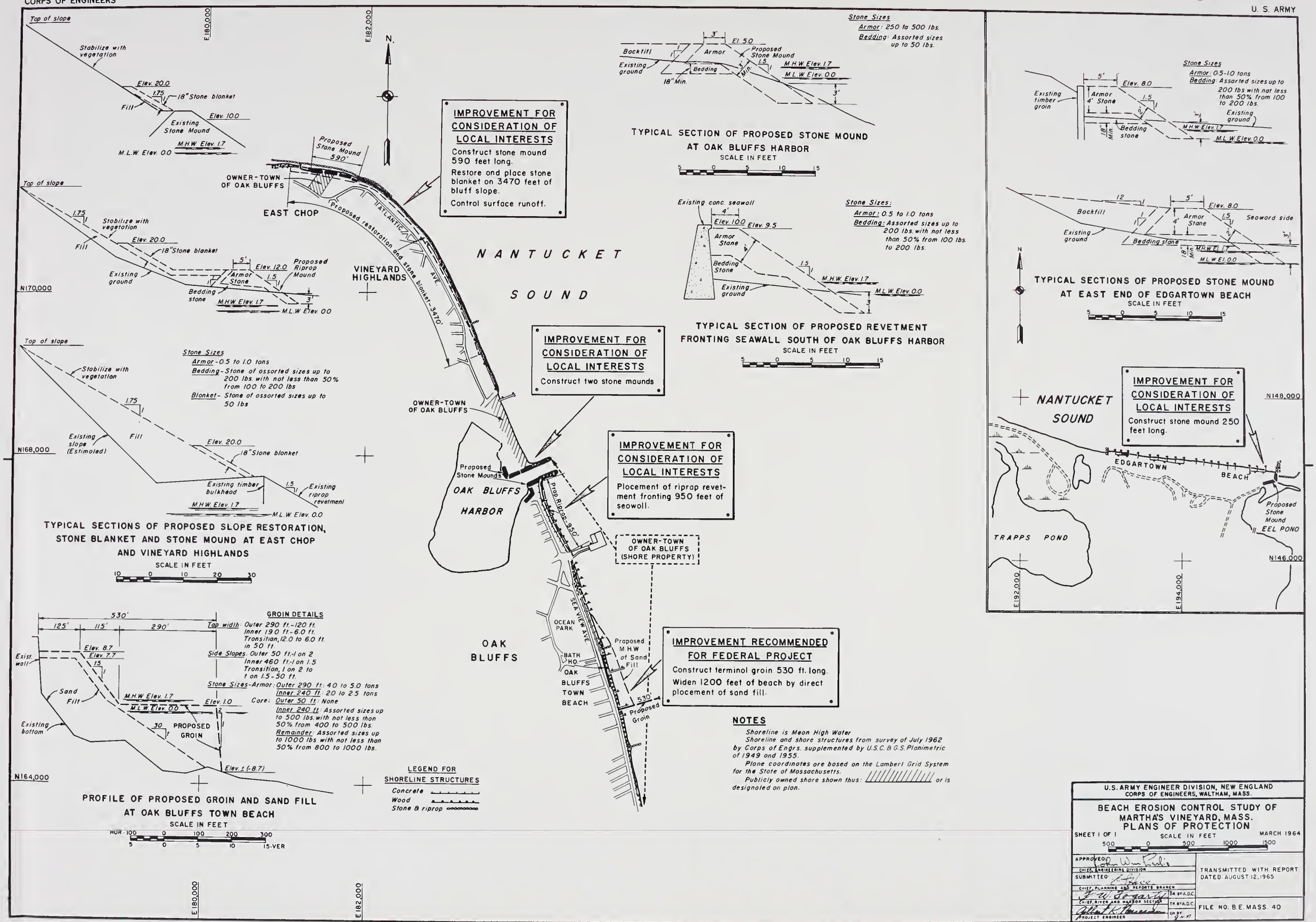


PLATE NO. 11

15 October 1965 CPW 1.2.26

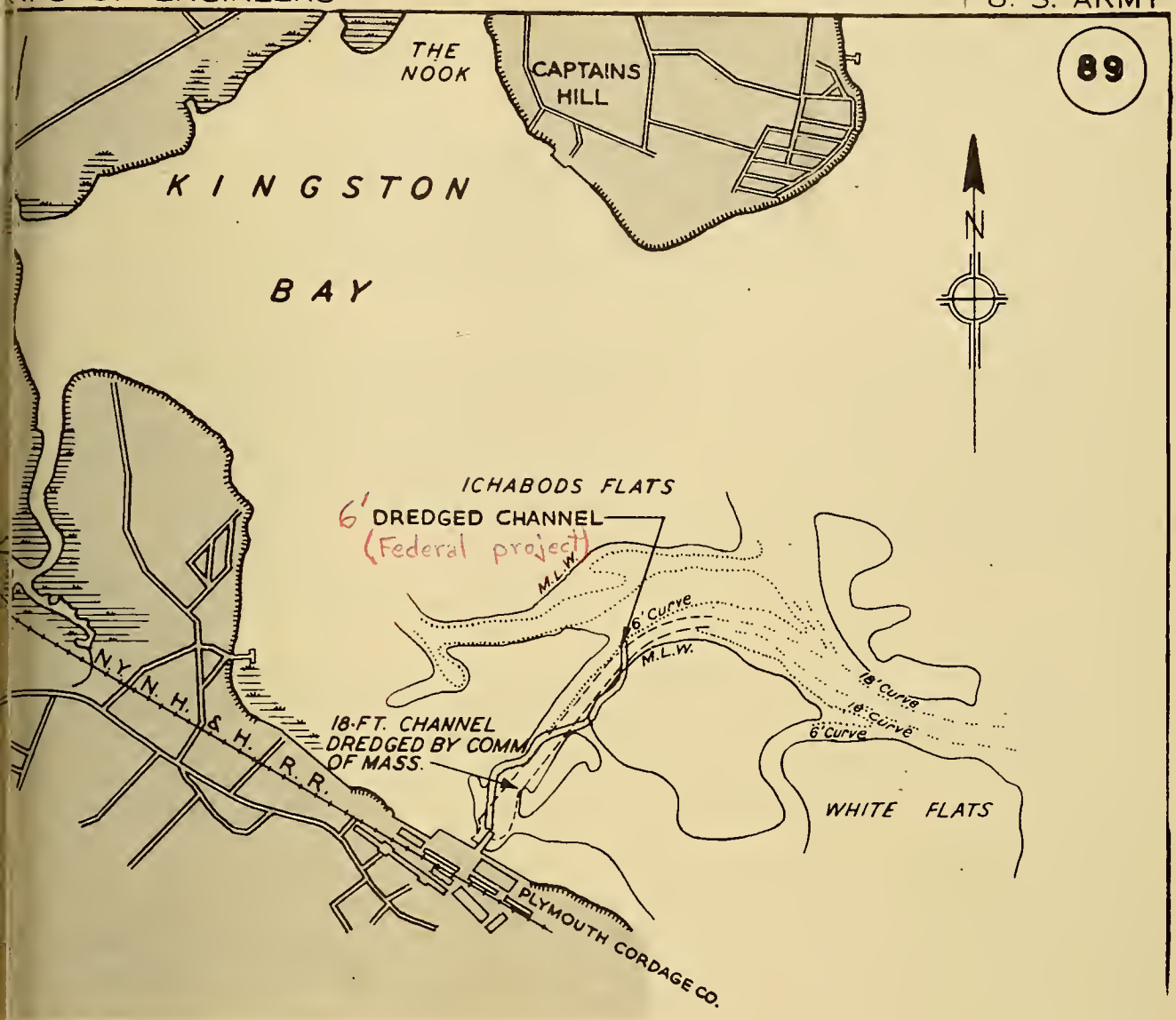
STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
KINGSTON HARBOR, (NORTH PLYMOUTH HARBOR) MASS.

The existing Federal project, completed in 1894 provides for a 6-foot channel from Kingston Bay to the North Plymouth waterfront.

This channel was deepened by the State in 1908 to a depth of 18 feet. The 18-foot channel is maintained periodically by the State and the Town of Plymouth, as the project actually lies in Plymouth rather than the adjoining Town of Kingston. The channel is now used solely by the Plymouth Cordage Company.

There are no new studies, investigations or project reviews under consideration.

Map Incl.



KINGSTON HARBOR, MASS.
(NORTH PLYMOUTH HARBOR)

30 JUNE 1963

SCALE OF FEET
1000 0 1000 2000 3000 4000 5000 FT.

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

E U.S.C.&G.S. CHART No. 245

15 October 1965 CPW 1.2.82

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
PLYMOUTH HARBOR, MASS.

The present project modification for Plymouth Harbor was authorized by the R & H Act of 1962. It provides for a breakwater 3,500 feet long, and a 60-acre anchorage, 8 feet deep. Present project cost estimate is $2,325,000 of which the Federal cost is $1,860,000 and the local cost is $465,000 (20%). The Civil Works Appropriation Bill, ~~now before Congress,~~ contained an item for $300,000 to initiate project construction. The Town of Plymouth has appropriated half the non-Federal share of the project cost and action is pending in the Massachusetts Legislature for the remaining half.*

Our present project construction schedule, contingent on availability of funds and local cooperation in this and other matters, calls for dredging work to start by about April 1966 and to be completed about 9 months thereafter, while breakwater construction would start by about July 1966 and be completed by about July 1967.

One of the items of local cooperation concerns an existing sewer problem. An existing town sewer system discharges raw sewage within the proposed anchorage. It is our opinion that a continuance of this discharge would result in a health menace within the anchorage area shortly after its completion. We have therefore notified the Town of Plymouth that we will plan to start project construction work on or about April 1966 providing that at that time the Town has the funds and authority to either relocate or extend the existing sewer discharge to a location outside of the anchorage or breakwater location. The Town by letter of 22 September 1965 from the Chairman of the Board of Selectmen, agreed to this requirement.

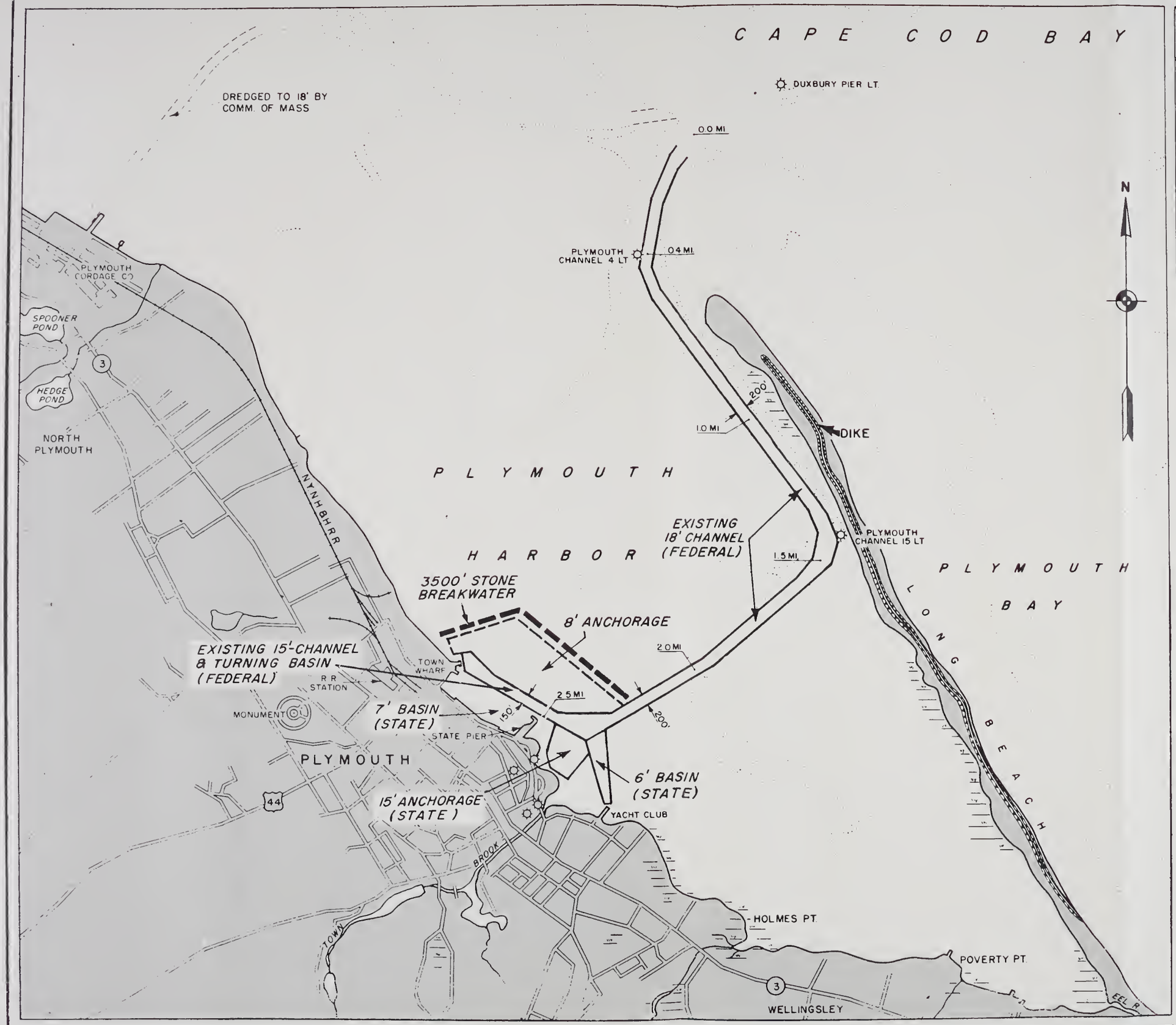
We have completed the design for major rehabilitation of the Long Beach Dike at Plymouth. The Plymouth Harbor Rehabilitation project has been approved and is being given serious consideration, along with other worthy projects, in the Major Rehabilitation program for Fiscal Year 1967. The Long Beach Dike rehabilitation is estimated to cost $526,000, and would require two fiscal years for its construction.

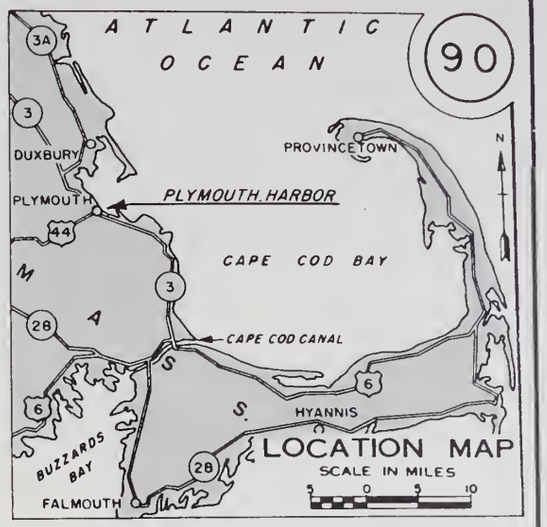
*It appears that action in the State Legislature will be deferred until next year.

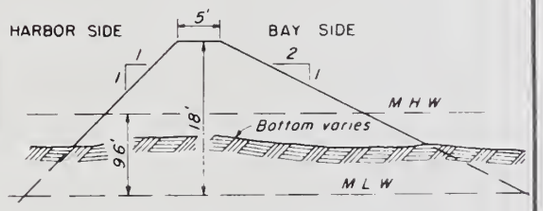
map incl

26B

CPW 1.2.89







TYPICAL SECTION OF DIKE

SCALE IN FEET

PLYMOUTH HARBOR MASSACHUSETTS

30 JUNE 1963

IN 1 SHEET

SCALE IN FEET

1000 0 1000 2000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

26 B2

CGW 1.2.40

15 October 1965

Status Report

for

Congressman Hastings Keith

on

Plymouth Town Beach

The beach erosion control project for Plymouth Town Beach, authorized in 1960, consists of widening about 1,300 feet of beach to a 125-foot width by direct placement of sand fill and construction of two groins each about 300 feet long.

The project is presently estimated to cost $134,000, of which $64,000 is the Federal share and $70,000, non-Federal. The Commonwealth was reimbursed in the amount of $5,500 in June 1964 for the Federal share of that part of the project completed to date. This work consisted of construction of a concrete seawall and stone apron at a total cost of about $18,000. The uncompleted work consists of widening the beach to project dimensions and construction of the two stone groins at a cost presently estimated at $116,000 of which the Federal share would be $56,000.

Although the Commonwealth is presently replacing a damaged section of seawall outside of the project area, there is no indication that completion of the authorized project is contemplated in the near future.

~~Incl.~~
~~Public Notice dated 26 Aug 1965~~ re
~~Beach Erosion Control Report~~ on
~~Martha's Vineyard~~

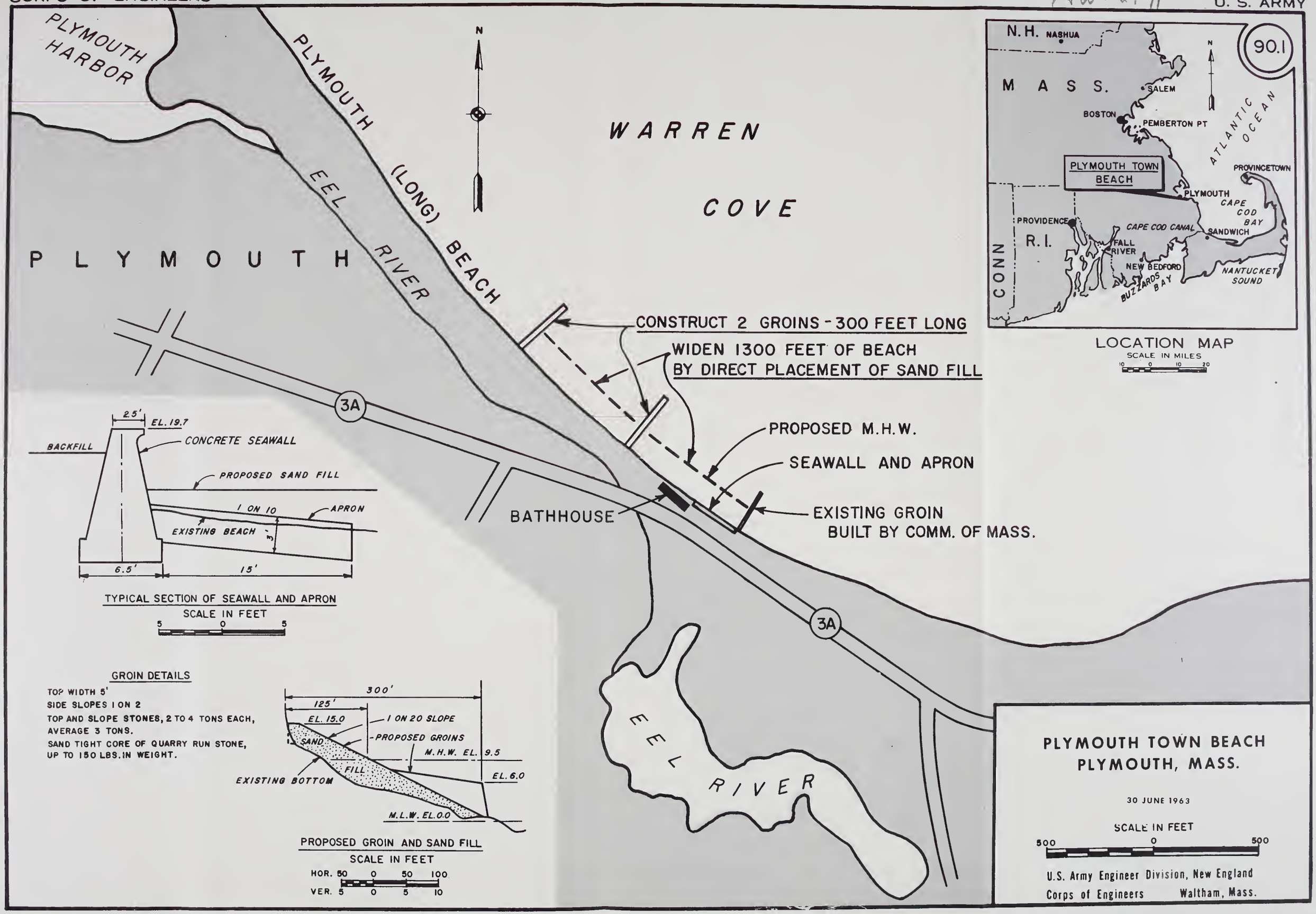
Map Incl

26 C

CORPS OF ENGINEERS

CPW 1.2.91

U. S. ARMY



26C2

15 October 1965

CPW1.2.92

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
PROVINCETOWN HARBOR, MASS.

This navigation project, consisting of an offshore stone breakwater about 3,000 feet long opposite the central waterfront area of the town and about 3,000 feet offshore, was authorized by the River and Harbor Act of 1948.

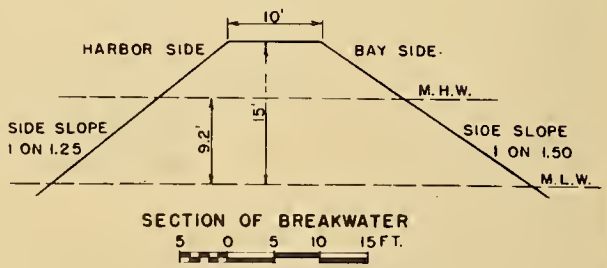
Preconstruction engineering studies recently completed by this office indicate that the structure, in the authorized location, would cost about four million dollars, and would not be economically justified at the present time. It is believed that a further study of other possible alternative plans may indicate that an offshore breakwater, perhaps of a somewhat lesser length and located closer inshore, would fall within the scope of the presently authorized project, and would meet the essential needs of navigation, and that its lesser cost may prove to be economically justified. It is estimated that this new preconstruction engineering study would cost $20,000 and would require about 6 months from the time funds were received.

Additional Data

13 December 1965

Preconstruction planning funds of $20,000 have been received to investigate the economic justification and design of a breakwater of lesser scope located closer inshore of the authorized breakwater site. This planning study will be completed by late spring 1966.

93



PROVINCETOWN HARBOR MASSACHUSETTS

30 JUNE 1963

IN 1 SHEET

1000 0 1000 2000 3000 4000FT

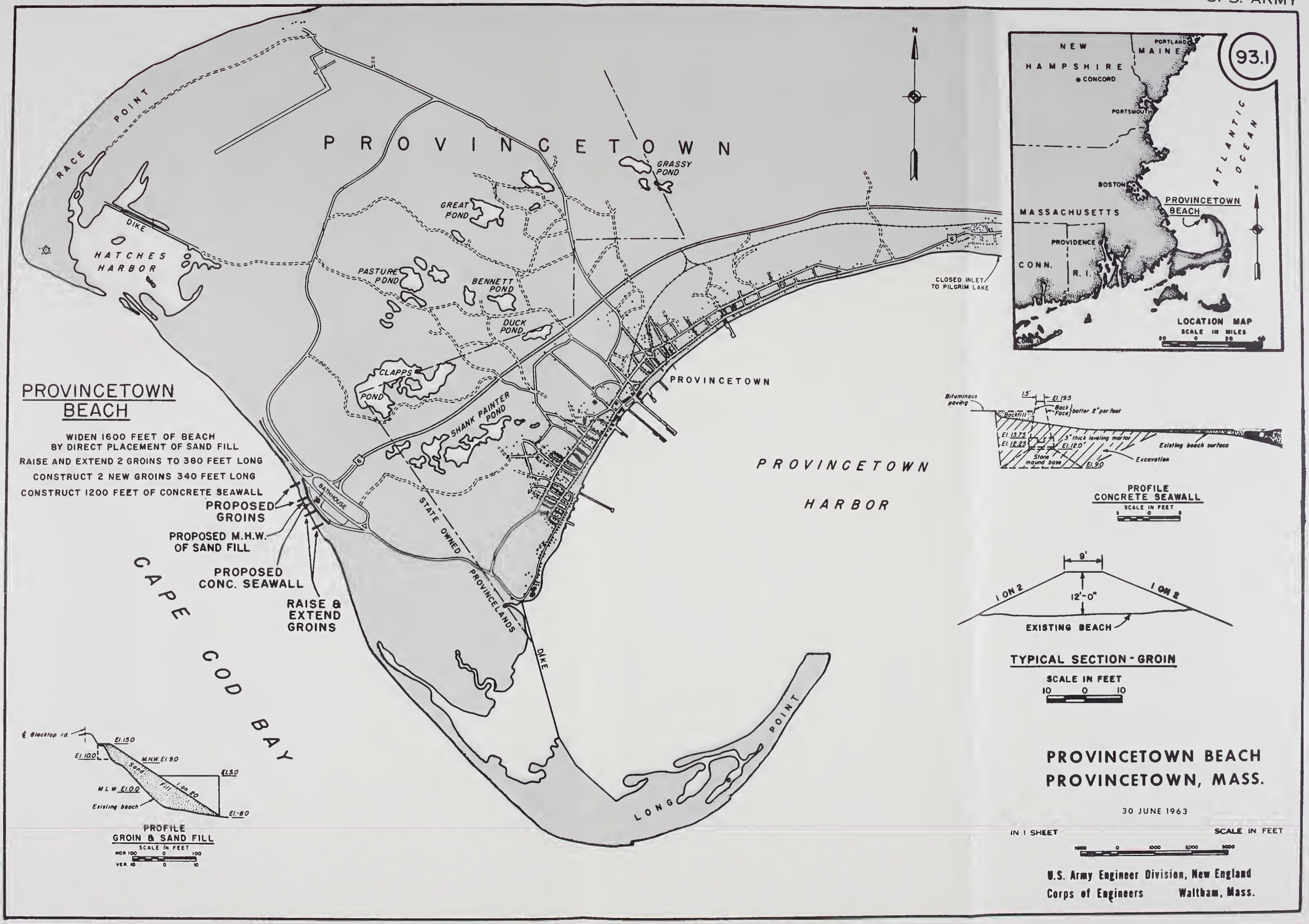
U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

27A2

CORPS OF ENGINEERS

U. S. ARMY

CPW 1.2.94



PROVINCETOWN BEACH
PROVINCETOWN, MASS.

30 JUNE 1963

IN 1 SHEET

SCALE IN FEET

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

27A3

CPW 1.2.15

15 October 1965

Status Report
for

Congressman Hastings Keith

on

Town Neck Beach, Sandwich

The beach erosion control project for Town Neck Beach, Sandwich, authorized in 1960, consists of widening approximately 6500 feet of beach to a 125-foot width by direct placement of suitable sand fill and raising the inshore end of the existing jetty of Cape Cod Canal.

The project is presently estimated to cost $294,000. This includes an initial cost of $218,000 to be shared equally by the Federal government and non-Federal interests. An additional initial cost of $18,000 for raising the present jetty would be borne by the Federal government. A future 10-year nourishment program requires an estimated expenditure of $58,000 with 50 percent Federal participation.

There is presently no indication that construction of this project is contemplated in the near future.

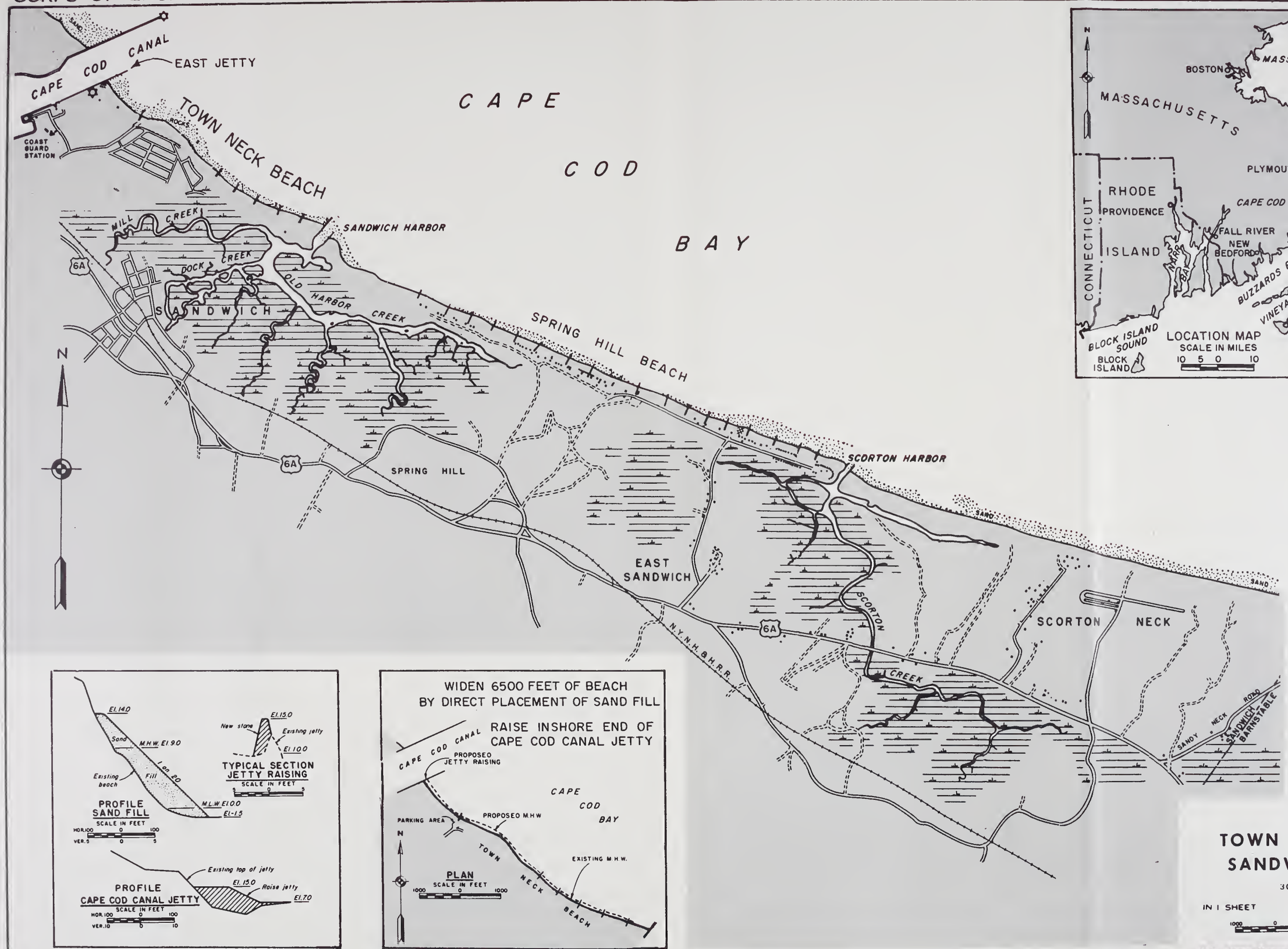
map incl

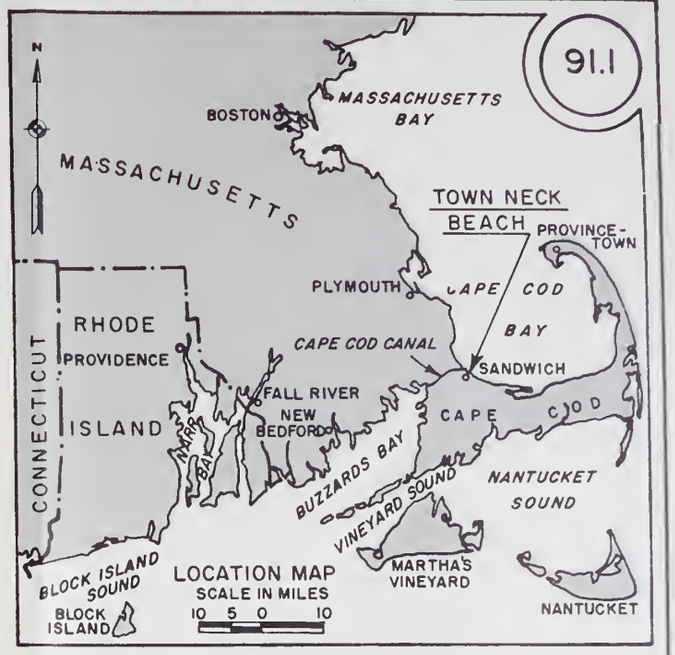
28A

CORPS OF ENGINEERS

CPW 1.2.96

U. S. ARMY





TOWN NECK BEACH
SANDWICH, MASS.

30 JUNE 1963

IN 1 SHEET

SCALE IN FEET

1000 0 1000 2000 3000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

28A

15 October 1965

CPW1.2.96

Status Report
for
Congressman Hastings Keith
on
North Scituate Beach, Scituate

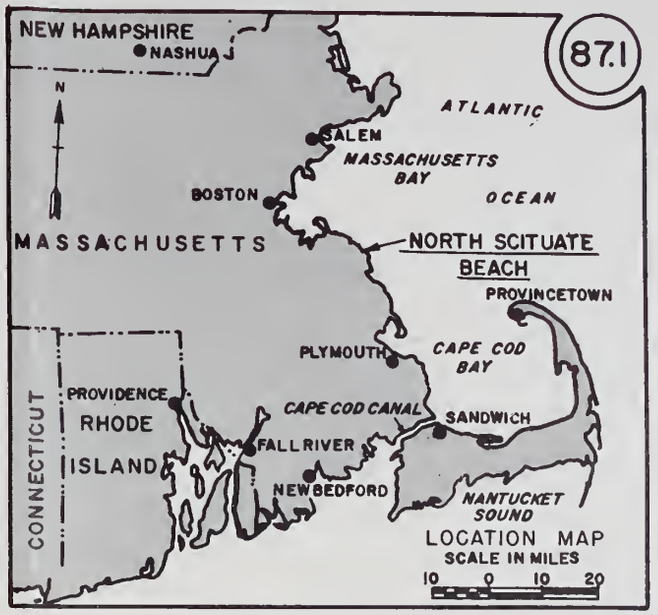
The Massachusetts Division of Waterways has final designs and specifications in preparation for the widening of North Scituate Beach by placement of sand. The procedure on this type of project is for the Division of Waterways to construct the project, subject to approval by the Corps of Engineers of the plans, specifications, and award of contract.

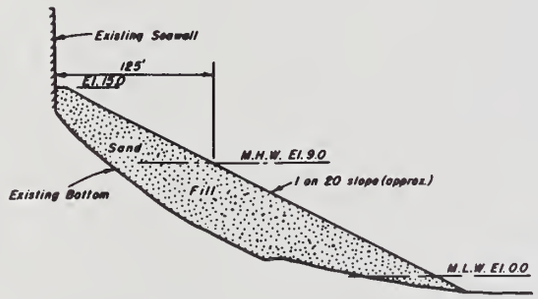
It is expected that the project will be ready for bidding within the next two months and will be constructed prior to next summer. The United States will reimburse the State upon completion of the project 50 percent of the project cost. The initial construction of the project is presently estimated to cost $260,000, of which the Federal share would be $130,000. These funds are presently available from prior appropriations for small authorized projects.

The Federal project also includes cost sharing in costs of beach replenishment for a period of 10 years from the date of project construction. The present estimate of the cost of 10 years replenishment of the beach is $66,000 of which the Federal share would be $33,000. This estimate will be subject to revision based on experience with the completed beach.

map Incl

CPW 1.2.97





PROPOSED SAND FILL - NORTH SCITUATE BEACH

SCALE IN FEET

HOR. 50 0 50 100

VER. 5 0 5 10

NORTH SCITUATE BEACH, MASS.

30 JUNE 1963

IN 1 SHEET

SCALE IN FEET

1000 0 1000 2000 3000

U.S. Army Engineer Division, New England

Corps of Engineers Waltham, Mass.

29 A2

15 October 1965

CPW 1.P.12

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
SCITUATE HARBOR, MASS.

The existing Federal project, completed in 1959, provides for two entrance jetties, a 12-foot entrance channel, a 10-foot inner channel, two 10-foot anchorages and an 8-foot anchorage. In addition, the State has constructed an inner breakwater along the north entrance point and a 8-foot anchorage at the west side of the harbor.

A 1964 condition survey of depths within the harbor indicated that the Federal anchorages and channels were in good condition. Inspection of the entrance jetties in 1964 indicated that some repair is required at the outer end of both jetties. No work is planned at this time.

There are no new studies or project reviews under consideration. Further reconnaissance of the two entrance jetties will be made this fiscal year as part of program for annual inspection of Federal structures.

map incl.

29B

CPW 1.2.99

CORPS OF ENGINEERS

U. S. ARMY

87

CEDAR POINT

BREAKWATER (Built by Comm. of Mass.)

Old Lighthouse

400'

1,500'

8 FOOT ANCHORAGE BASIN

10-FOOT ANCHORAGE BASIN

NORTH JETTY

JETTY EXTENSION

0.2 MI

0.1 MI

0.0 MI

200'

0.3 MI

12-FOOT ENTRANCE CHANNEL

SOUTH JETTY

0.4 MI

0.5 MI

200'

6-FOOT STATE ANCHORAGE BASIN

10 FOOT HARBOR CHANNEL

0.6 MI

0.7 MI

150'

FIRST CLIFF

SCITUATE HARBOR YACHT CLUB

HATHERLY RD

JERICHO RD

MUNICIPAL PARK AND PARKING AREA

T DWYER

F S GILLEY BOAT YARD

WILLOW ST

TOWN WHARF

DYERS WHARF

0.8 MI

G L WELCH CO WHARF

SCITUATE

FRONT ST

MUNICIPAL PARKING AREA

10-FOOT INNER ANCHORAGE BASIN

UPSTREAM LIMIT OF FEDERAL PROJECT

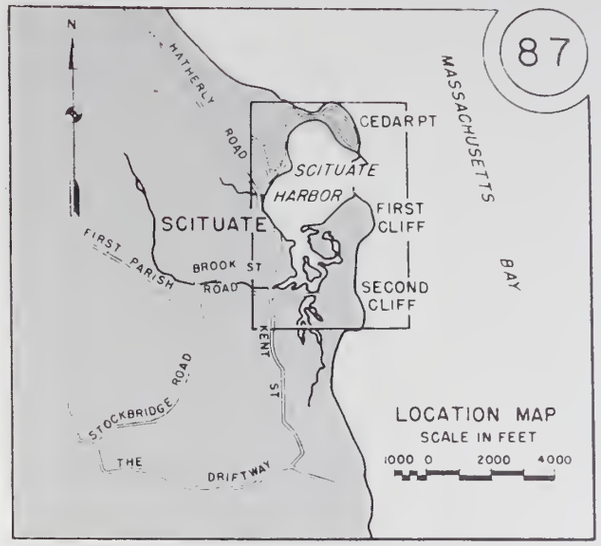
BROOK ST

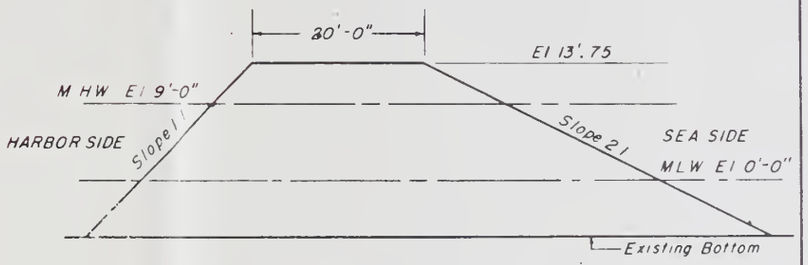
FIRST PARISH RD

CAUSEWAY

SECOND CLIFF

N

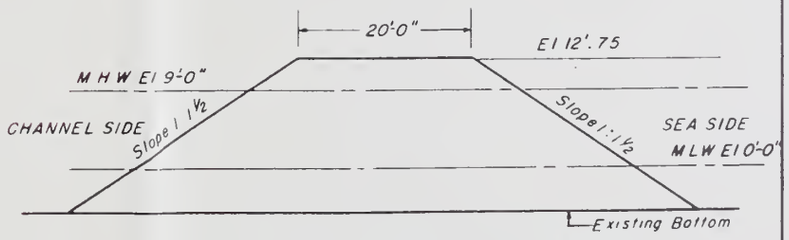




TYPICAL SECTION JETTIES

SCALE IN FEET

10 0 10 20 30 40



TYPICAL SECTION JETTY EXTENSION

SCALE IN FEET

10 0 10 20 30 40

SCITUATE HARBOR, MASS.

30 JUNE 1963

IN 1 SHEET

SCALE IN FEET

200 0 200 400 600 800 1000 1200

U.S. Army Engineer Division, New England

Corps of Engineers Waltham, Mass.

29B2

15 October 1965 (FWL.2.189)

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
TASHMOO POND, MARTHA'S VINEYARD, MASSACHUSETTS

Study Authorization: Section 112, River and Harbor Act of 1958 (Public Law 85-500)

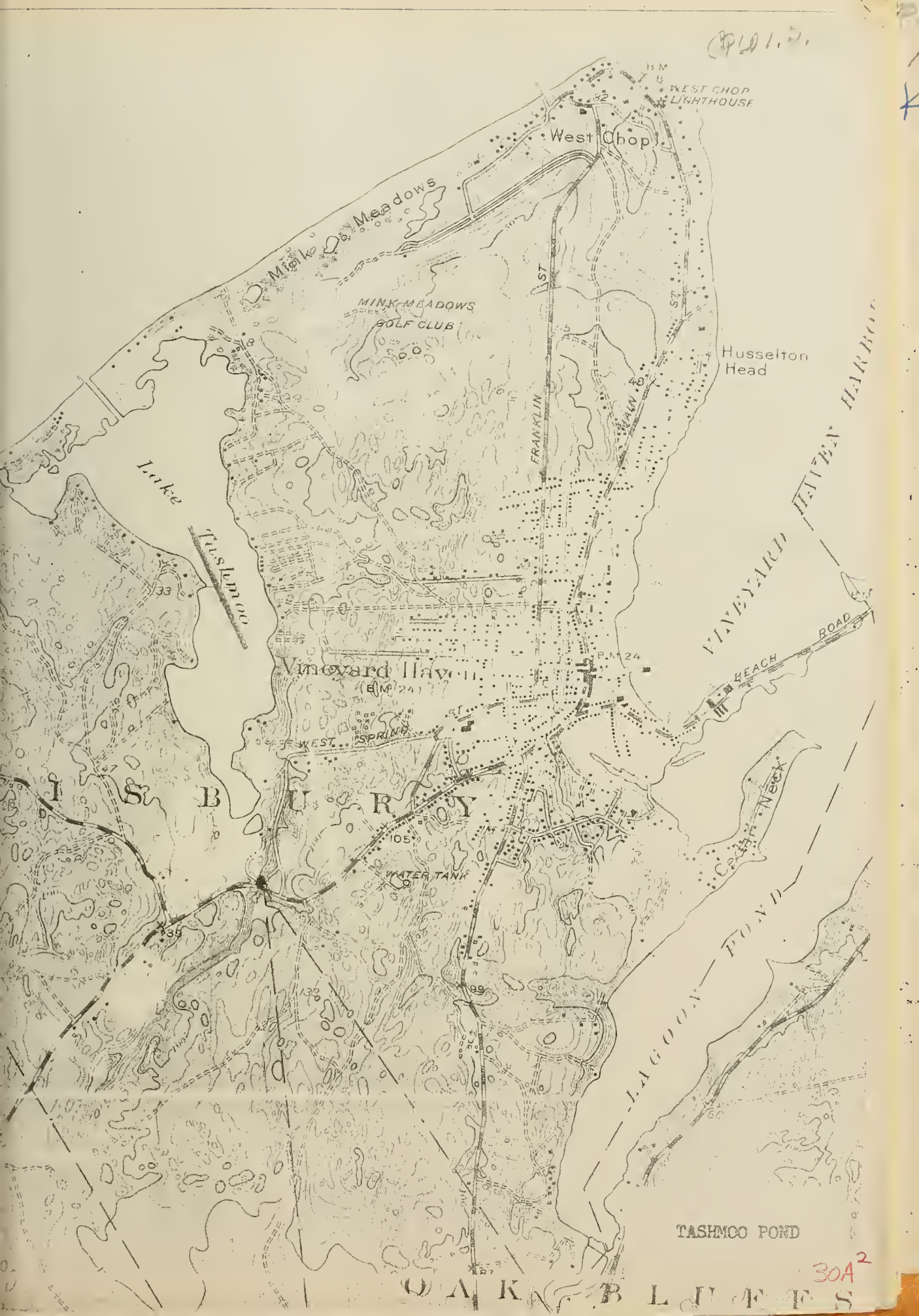
Estimated Cost: $20,000

Purpose: To determine the need of providing an entrance channel and anchorage at Tashmoo Pond, Martha's Vineyard, Massachusetts.

Status: Initiation of study dependent upon appropriation of funds.

Budget estimates for Fiscal Year 1967 are now in preparation. Careful consideration is being given to including funds to initiate this study, consistent with budgetary objectives and the needs of other worthy projects throughout New England.

30A


WEST CHOP LIGHTHOUSE
West Chop
Mink Meadows
MINK MEADOWS GOLF CLUB
Husselton Head
FRANKLIN ST
MAIN ST
VINEYARD HAVEN HARBOR
Lake Tashmoo
Vineyard Haven
(B.M. 24)
WEST SPRING ST
BEACH ROAD
Cedar Neck
LAGOON POND
WATER TANK
TASHMOO POND
OAK BLUFFS

CPW 1.8.109

13 December 1965

BUIC III AIR FORCE FACILITY, TRURO

A $300,000 addition to the existing BUIC (Back Up Interceptor Capability Control) facility at Truro is now under design. Construction is scheduled to be under way by June 1966 and completed by June 1967.

31A

15 October 1965

(PW.1...

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
PAMET HARBOR, MASS.

A copy of the unfavorable report on Pamet Harbor, as submitted by the Division Engineer in May 1963, is inclosed. The study considered the need for extending the two State entrance jetties and for enlarging the 6-foot State channel and anchorage. The report found that Federal participation is not warranted, as the desired improvements are not economically justified at this time.

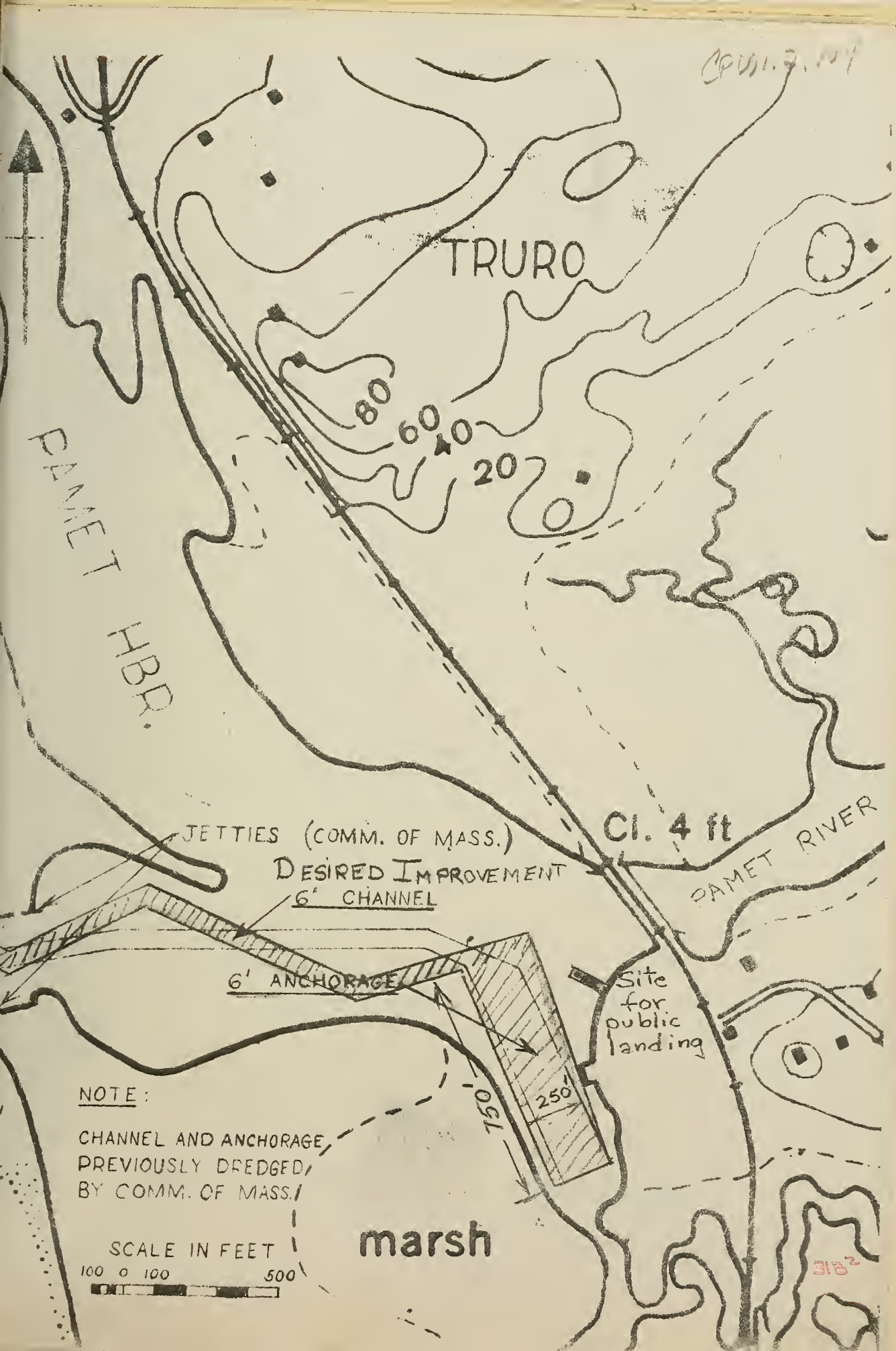
The two entrance jetties were built by the State in 1912 and were reconstructed by the State in 1950-51. A 6-foot entrance channel and small anchorage were dredged by the State in 1919. They were last maintained by the State in 1959 to a depth of 5 feet. A boat launching ramp was built by the State in 1957 at the head of the harbor. A timber pier and adjoining floats were also installed by the State in 1963 at the head of the harbor.

There are no new studies, investigations or project reviews under consideration.

~~2~~ Incl
~~1. 1963 unfavorable Federal~~ report
~~2. 1963 Federal report map~~

map Incl

31B


TRURO
80
60
40
20
PAMET HBR.
JETTIES (COMM. OF MASS.)
DESIRED IMPROVEMENT
6' CHANNEL
6' ANCHORAGE
Cl. 4 ft
PAMET RIVER
Site for public landing
250'
750'
NOTE:
CHANNEL AND ANCHORAGE PREVIOUSLY DREDGED BY COMM. OF MASS.
SCALE IN FEET
100 0 100 500
marsh

15 October 1965

CPWL. Eng.

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
WAREHAM HARBOR, MASS.

The existing Federal project provides for a 9-foot channel in the Wareham River between Long Beach and the Wareham waterfront and for protection of Long Beach from erosion. The project was partially completed in 1896 by construction of the 9-foot channel. A 12-foot channel was dredged by the State in 1917 and has since been maintained periodically by the State.

The channel is now reportedly shoal. A condition survey is scheduled to be made this fiscal year to determine the extent of shoaling, the depth required by existing navigation and the justification for Federal maintenance. The results of this survey will be made available to local officials and navigation interests.

There are no new studies or project reviews under consideration.

map Incl.

CPW1.2.106

MILES FROM A POINT ABREAST OF LONG BEACH PT. SHOWN THUS (2)

WAREHAM HARBOR, MASS.

30 JUNE 1963

SCALE OF FEET

1000 0 2000 4000 FT.

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

SEE U.S.C.&G.S. CHART No. 251

32A2

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
WELLFLEET HARBOR, MASS.

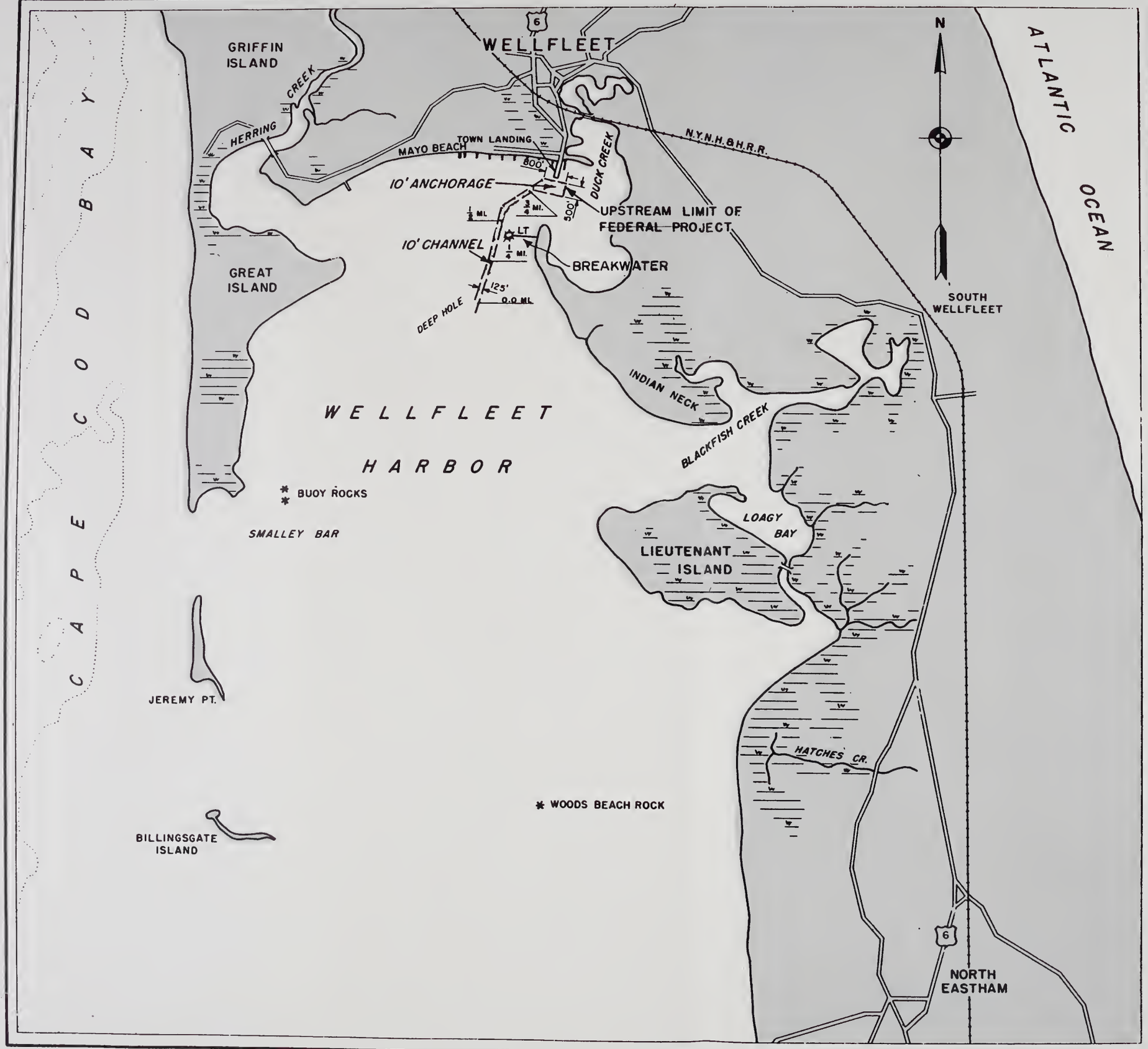
The existing Federal project, completed in 1958, provides for a 10-foot entrance channel and a 10-foot anchorage, about 10 acres in area at the head of the channel.

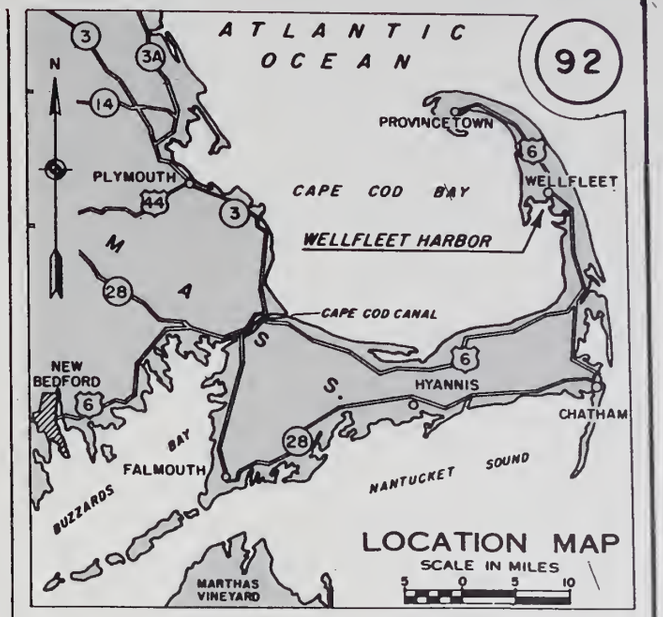
The last condition survey, made in 1963, indicated that the project was in good condition. Another hydrographic survey was made in September 1965, but the soundings have not yet been plotted. The results of this survey will be made available to local officials and navigation interests.

There are no new studies, investigations or project reviews under consideration.

map Incl.

CPW 1.2.108





WELLFLEET HARBOR, MASS.

30 JUNE 1963

IN 1 SHEET

SCALE IN FEET

2000 0 2000 4000

U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

33A²

15 October 1965

STATUS REPORT FOR
CONGRESSMAN HASTINGS KEITH
ON
WESTPORT HARBOR

The existing project was adopted in 1938, but no work has been done due to lack of local cooperation. The project provides for:

(1) A channel east of Half-mile Rock, 12 feet deep, 200 feet wide and about 1,200 feet long;

(2) A channel 9 feet deep, 100 feet wide in the East Branch to Westport Point to be obtained by the progressive construction of a training dike about 2500 feet long;

(3) A dike from Bailey Flat to Horse Neck Point;

(4) Supplementary dredging.

Since our letter to you of 7 May 1965, the Division of Waterways has made a detailed hydrographic sounding survey from which this office will make estimates of construction costs to be furnished to the Town of Westport as soon as possible. However, the survey made by the Division of Waterways does not cover the entire length of the proposed channel. The Division of Waterways is therefore supplementing this map with maps of prior surveys of the remaining area.

It is anticipated that the maps of this composite survey will be furnished to the Town of Westport within the next week, and that estimates of such entrance channel as they indicate to be their present need will be furnished within 3 weeks of the date on which they so indicate.

Any indication of the reaction of the Town of Westport to this cost estimate and other pertinent information will be furnished to you.

map incl.

34.9

NEDED-R 23 November 1965

Honorable Hastings Keith
Representative in Congress
243 P. O. Bldg.
New Bedford, Mass.

Dear Mr. Keith:

Since our last status report of 15 October 1965 on Westport Harbor, this office received from the Massachusetts Division of Waterways the supplementary older maps covering the remaining length of the inner channel. However, the information relative to quantity estimates promised the Town of Westport would be unrealistic, if taken from these maps, due to the extensive shoaling which has apparently taken place since the time of the surveys. It has been agreed with the Division of Waterways that new surveys will be made (by Mass. DPW) covering this area as soon as possible, commensurate with existing work schedules.

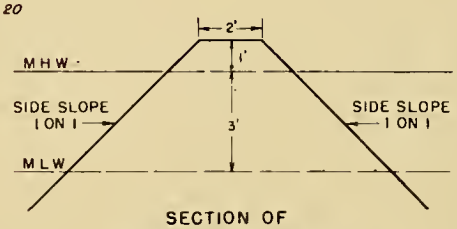
The Town of Westport has been advised of this decision. At the time the new surveys are available, a meeting will be arranged with local interests to ascertain their desires on location of the proposed channel.

Sincerely yours,

E. J. RIBBS
Colonel, Corps of Engineers
Acting Division Engineer

cc: Honorable Hastings Keith
House of Representatives
Washington, D. C.

34A



SECTION OF PROPOSED DIKES

2 0 2 4 6 FT.

Incompleted work.

WESTPORT RIVER MASSACHUSETTS

30 JUNE 1963

IN 1 SHEET

500 0 1000 2000 FT.

U.S. Army Engineer Division, New England

Corps of Engineers Waltham, Mass.

34 A3

YARMOUTH

The authorized navigation study for Bass River Harbor is discussed on page 7A under Dennis.

NEDED-R 19 October 1965

Honorable Hastings Keith
House of Representatives
Washington, D. C.

Dear Mr. Keith:

May I refer to your letter of 17 September 1965 which inclosed a series of requests for status reports on the civil works projects and studies in your District. I have inclosed a separate status report on each of these projects. If you find after reviewing these that you wish additional detail on any particular project, or if there is any further area of interest to you, please let me know.

In your covering letter of September 17, you mention the only real problem as being the Pleasant Bay project and the shoaling at Chatham Bars. You refer to editorials that say, or at least strongly imply, that the Corps of Engineers could solve the problem quickly if they wished to do so. In your more recent note of 2 October you inclose an editorial of 30 September from the Cape Codder which is even more severely critical of the Corps procedure on this study.

I have felt that it would do no good to enter into further debate with this particular paper or the groups whose views it represents. General Pleger stated the Corps' position and the reasons for it as well as they could be stated, and nothing has been presented to date to change that position.

I do not wish to belittle the problem faced by the fishermen and other boatmen that use Pleasant Bay and Chatham Harbor. However, a comparison can be made with Rock Harbor, on the

NEDED-R 19 October 1965
Honorable Hastings Keith

north shore of the Cape, in the Town of Orleans, one of the towns bordering Pleasant Bay. At Rock Harbor the channel is only about 3 feet deep at low tide, or about the same as the Chatham Bars channel. The fishermen operating out of Rock Harbor plan their trips to coincide with the higher ranges of the tide, which causes inconvenience and adds cost to their operation, but they have adapted to it as a necessity. It can be quickly pointed out that Chatham Harbor and Rock Harbor are not comparable in many respects, but still the Chatham channel can be used with prudence.

I might mention that when one of my staff was talking with a town official of Chatham on 1 October on another subject, mention was made of these editorials. The town official indicated that a continuing campaign by the newspaper was not to be expected, as the strong attacks by the paper had failed to elicit widespread support or to force quick action. In any event, the newspaper appears to disregard the necessity for project engineering, or the size of the costs involved, or the paper assumes that corrective action could be done simply and cheaply. The paper also disregards laws governing expenditure of public funds. If the newspaper or the groups it represents are right, they should be able to obtain reliable engineering opinion from responsible firms or engineering schools to justify their position.

I would be pleased to discuss this subject with you if you so desire, but frankly cannot see any logical way to satisfy this group and yet maintain a sound engineering approach and determine a valid project justification.

Sincerely yours,

2 Incls
1. List of Status Reports
2. Individual Status Reports (42)

E. J. RIBBS
Colonel, Corps of Engineers
Acting Division Engineer

18 October 1965

List of

Status Reports

for

Congressman Hastings Keith

1. Hog Island, Allerton Harbor, Hull, Mass.
2. Hingham Harbor, Hingham
3. Cohasset Harbor, Cohasset
4. Scituate Harbor, Scituate
5. Green Harbor, Marshfield
6. Duxbury Harbor, Duxbury
7. Kingston Harbor, Plymouth
8. Plymouth Harbor, Plymouth
9. Rock Harbor, Orleans - Eastham
10. Wellfleet Harbor, Wellfleet
11. Pamet Harbor, Truro
12. Provincetown Harbor, Provincetown
13. Nauset Harbor, Orleans
14. Pleasant Bay (incl. Chatham Harbor), Chatham, Harwich and Orleans
15. Pollock Rip and Cross Rip Shoals, Mass.
16. Chatham (Stage) Harbor, Chatham
17. Andrews River, Harwich
18. Nantucket Harbor, Nantucket
19. Hyannis Harbor, Barnstable
20. Cotuit Harbor, Barnstable
21A. Falmouth Harbor, Falmouth
21B. Eel Pond, Menauhant, Falmouth
22. Woods Hole, Mass.
23. Menemsha Creek, Martha's Vineyard
24. Lagoon Pond, Tisbury, Martha's Vineyard
25. Edgartown Harbor, Martha's Vineyard
26. Tashmoo Pond, Martha's Vineyard
27. Cape Cod Canal
28. Buttermilk Bay and Cohasset Narrows
29. Wareham Harbor
30. Mattapoisett Harbor

(List cont'd)

18 October 1965

List of Status Reports for Congressman Hastings Keith (cont'd)

31. Westport Harbor
32. New Bedford
33. Cuttyhunk
34. Bass Harbor
35. Red Brook Harbor
36. North Scituate Beach, Scituate
37. Clark Point Beach, New Bedford
38. Thumpertown Beach, Eastham
39. Brant Rock Town Beach, Marshfield
40. Martha's Vineyard Beach Erosion Control
41. Plymouth Town Beach
42. Town Neck Beach, Sandwich

CPW1.2.117

NED 11/65

INFORMATION SHEET
SMALL NAVIGATION PROJECTS UNDER THE AUTHORITY OF SECTION 107 OF THE 1960 RIVER AND HARBOR ACT

AUTHORITY AND PROJECT SCOPE: Section 107 of the River and Harbor Act enacted 14 July 1960 and amended in 1965 provides authority for the Chief of Engineers to develop and construct small navigation projects that have not already been specifically authorized by Congress. A project is adopted for construction under Section 107 only after full detailed investigation and study clearly shows the engineering feasibility and economic justification of the project. Each project under Section 107 must be complete, economically justified, and is limited to a Federal cost not to exceed $500,000. (Including costs for all investigations, planning, design, and supervision involved in development and construction of the project.) A project planned and constructed under Section 107 is the same complete navigation project that would be provided for the locality under regular authorization procedures and no additional work should be needed for the project to operate in an effective and successful manner. An increment or portion of a larger overall project is not eligible for construction under Section 107. Accomplishment of a Section 107 project completes the Federal participation in the navigation improvement except for routine maintenance operations.

The Federal project may only provide general navigation facilities, which can include a safe entrance channel, protected by breakwaters or jetties if needed; protected anchorage basin; protected turning basin; and a major access channel leading to the anchorage basin or locally provided berthing area. Docks, landings, berths, stalls, slips, mooring facilities, and interior access channels for maneuvering into berths must be provided locally and are entirely a local responsibility. General navigation facilities adopted and constructed under the Section 107 authority are maintained by the Corps of Engineers at Federal cost. Berthing areas and interior channels are provided and maintained at non-Federal expense at depths corresponding with the depths provided in related Federal project areas.

LOCAL SPONSORSHIP AND COOPERATION: Local sponsorship is of prime importance and warrants special emphasis. It should be determined at an early date whether a properly constituted and empowered public body will provide necessary local sponsorship. A Section 107 project can be authorized only if a State, municipality, or other public agency of the State empowered under State law with sufficient legal and financial authority to provide local cooperation and participation will agree to:

(1) Provide cash contribution toward construction costs, determined in accordance with existing policies for regularly authorized projects, in view of recreational benefits, land enhancement benefits or similar type special and local benefits expected to accrue. The present basis for cost-sharing in recreational small-boat projects provides that the Federal Government will participate to not more than 50 percent of the first costs of general navigation facilities serving recreational traffic.

(2) Provide, maintain, and operate without cost to the United States an adequate public landing or wharf with provisions for the sale of motor fuel, lubricants, and potable water open and available to the use of all on equal terms.

(continued on back)

(3) Provide without cost to the United States all necessary lands, easements, and rights-of-way required for construction and subsequent maintenance of the project including suitable spoil disposal areas with necessary retaining dikes, bulkheads, and embankments therefor.

(4) Hold and save the United States free from damages that may result from construction and maintenance of the project.

(5) Accomplish without cost to the United States alterations and relocations as required in sewer, water supply, drainage, and other utility facilities.

(6) Provide and maintain berthing areas, floats, piers, slips, and similar marina and mooring facilities as needed for transient and local vessels as well as necessary access roads, parking areas and other needed public use shore facilities open and available to all on equal terms. Only minimum, basic facilities and services are required as part of the project. The actual scope or extent of facilities and services provided over and above the required minimum is a matter of local decision. The manner of financing such facilities and services is a local responsibility.

(7) Assume full responsibility for all project costs in excess of the Federal cost limitation of $500, 000.

HOW TO REQUEST A FEDERAL NAVIGATION IMPROVEMENT UNDER SECTION 107: An investigation of a prospective small project under Section 107 may be initiated after receipt of a formal request from a prospective sponsoring agency fully empowered under State law to provide all required local cooperation. This request and any further inquiries concerning a small navigation project should be made directly to: DIVISION ENGINEER, U. S. ARMY ENGINEER DIVISION, NEW ENGLAND, 424 TRAPELO ROAD, WALTHAM, MASS. 02154. Upon receipt of a formal request, the Division Engineer will initiate action to have the prospective Section 107 project location placed on a backlog list of prospective Section 107 investigations to be considered when sufficient funds become available. Investigations are made in the order that the requests are received. Projects resulting from Section 107 investigations are constructed in the order that they are adopted as rapidly as funds appropriated by Congress for this purpose will permit.

LOCAL ASSISTANCE: Local proponents of a small navigation project can provide valuable assistance in the collection and assembling of certain data needed to formulate the project plan and evaluate project benefits. The Division Engineer will provide details to interested local groups concerning how they can assist in gathering needed information. Examples of useful information that local groups can readily obtain are: (1) Number, type, size, and draft of vessels presently using the waterway or harbor under consideration and reasonably prospective if proposed project is construction, (2) Amount of existing and reasonably prospective commerce shipped or received via the waterway or harbor under consideration, (3) Hazards, and difficulties to navigation with factual history of accidents, groundings, loss or damage to vessels, boats, and facilities as well as examples showing the extent that existing conditions restrict full navigational use such as delays in entering or leaving the harbor caused by waiting for favorable tides.

CORPS OF ENGINEERS' PROGRAM FOR CONSTRUCTION OF SMALL BEACH EROSION CONTROL PROJECTS UNDER THE AUTHORITY OF SECTION 103 OF THE RIVER & HARBOR ACT OF 1962, AS AMENDED

Authority and Scope. Section 103 of the River and Harbor Act of 1962, as amended, provides authority for the Chief of Engineers to develop and construct small shore and beach restoration and protection projects that have not already been specifically authorized by Congress. A project is adopted for construction under Section 103 only after detailed investigation and study clearly shows the engineering feasibility and economic justification of the project. Each project must be complete, economically justified, and is limited to a Federal cost of not more than $500,000. This Federal cost limitation also includes all project related costs for construction, investigations, inspections, engineering, preparation of plans and specifications, supervision and administration. A small beach erosion control project developed under Section 103 is formulated to provide the same complete-within-itself project that would be recommended under regular authorization procedures. No additional work should be required to assure effective and successful operation of the project. An increment or portion of a larger overall project is not eligible for construction under this program.

How to Request Federal Assistance Under Section 103. An investigation of a prospective small project under Section 103 will be initiated after receipt of a formal request from a prospective sponsoring agency fully empowered under State law to provide all required local cooperation. This request and further inquiries concerning the desired project should be directed to the District Engineer for the concerned area. Upon receipt of a formal request, the District Engineer will initiate action to have the prospective project considered under Section 103.

Project Cost Sharing. The costs allocated to restoration and protection of Federal property are borne fully by the Federal Government. Federal cost participation may be up to one-half the cost of protecting shores owned by non-Federal public agencies. Protection of shores not publicly owned may be eligible for Federal cost sharing up to one-half provided there is significant public benefit arising from public use or from protection of nearby public facilities and provided such work is economically justified. The Federal participation is adjusted in accordance with the degree of such benefits. Under certain conditions, a project for restoration and protection of State and other publicly owned shore parks and conservation areas may be eligible for Federal cost sharing up to 70 percent of the total project cost, exclusive of land costs, provided the area meets specified criteria. Such areas must include a zone which excludes permanent human habitation, including summer residences; provide for conservation preservation and development of the natural resources of the environment; extend landward a sufficient distance to include protective dunes, bluffs or other natural features which serve to protect the uplands from damage; and provide essentially full park facilities for appropriate public use.

CPW 1.2.120

Local Cooperation: Formal assurances of local cooperation similar to those required for regularly authorized projects must be furnished by a local sponsoring agency. The local sponsor must be a municipality or public agency fully authorized under State laws to give such assurances and financially capable of fulfilling all measures of local cooperation. As a project is dependent upon local cooperation and participation, the importance of the existance of a legally authorized and financially capable local sponsoring agency warrants special emphasis. The sponsoring agency must normally agree to:

1. Contribute in cash the local share of project construction cost and assume full responsibility for all project costs in excess of the Federal cost limitation of $500,000.
2. Provide without cost to the United States all necessary lands, easements, and rights-of-way.
3. Hold and save the United States free from claims for damages which may result from construction and subsequent maintenance of the project.
4. Assure that water pollution that would affect the health of bathers will not be permitted (applied only in cases where the beach is used for recreational purposes).
5. Assure continued public ownership or continued public use of the shore upon which the amount of Federal participation is based, and its administration for public use during the economic life of the project.
6. Assure maintenance and repair, and local share of periodic beach nourishment where applicable, during the useful life of the works as required to serve the projects' intended purpose.
7. Provide and maintain necessary access roads, parking areas and other public use facilities open and available to all on equal terms.

Specific cases may also warrant assigning other additional local responsibilities, such as providing appurtenant facilities required for realization of recreational benefits.

Local Assistance: Local proponents of a small beach erosion control project can provide valuable assistance in the collection and furnishing of data needed to formulate the project plan and to evaluate project benefits. The District Engineer for the area involved will provide details to interested local groups concerning how they might assist in this respect. Examples of useful information that local groups can obtain are:

1. A history of all prior actions taken to prevent or control shore erosion and the results secured thereby.
2. Any accurate local surveys which can be used to indicate progressive shoreline and off-shore changes.
3. Statistics on beach use, both for peak days and for the entire recreation season and estimates of prospective use.
4. Past storm and erosion damages experienced along the shore front.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
WASHINGTON, D.C. 20240

JUN 25 1970

121

NOTIFICATION OF LAND AND WATER CONSERVATION FUND GRANT
MADE PURSUANT TO PUBLIC LAW 88-578, AS AMENDED

State: Massachusetts

Amount of Federal Grant: $1,750,000
Appropriation: 10-16-5005-0-2-405

BOR Project Number: 25 - 00056

County: Plymouth and Norfolk

Title: Wompatuck State Park

Sponsor: Massachusetts Department of Natural Resources

State Liaison Officer: Mr. Arthur Brownell

Description of Project:

This grant is for the development of recreation and support facilities on approximately 300 acres of the 2877 acre Wompatuck State Park. The proposed scope of development includes a 400 unit campground, 9 comfort stations, maintenance building, contact station, roads and park lots, and related water, electrical and sewerage systems.

The Project site is located just east of Rt. 228 at Union Street in the Towns of Hingham, Scituate, and Norwell, approximately 25 miles from downtown Boston.

The Land and Water Conservation Fund provides money to assist States, and through the States to assist local governments in acquiring and developing non-Federal recreation lands and waters and to assist States in the preparation and maintenance of Statewide Comprehensive Outdoor Recreation Plans. All Federal money granted to State and local governments must be matched by an equal amount of State or local money. Appropriations from the Fund are also used to acquire Federal recreation lands and waters. Land and Water Conservation Fund revenues are derived from the sale of Federal surplus real property, the Federal motorboat fuels tax, and for the five-year period from July 1, 1968, to June 30, 1973, sufficient annual appropriations from the Treasury or Outer Continental Shelf mineral receipts to assure that the income of the Fund is not less than $200 million annually. This program is described on page 343 of the catalog of Domestic Assistance, January 1969.

For further information call:
Congressional Liaison
Washington, D. C.
343 (Code 183) x5777

G. Douglas Hofe, Jr.
Director
Bureau of Outdoor Recreation